Vinegar Yard

Southwark, SE1 3QR

21. Environmental Statement

Volume 04 - Transport Assessment

GLA/6913/S2 (LBS 18/AP/4171)

October 2021

TRIUM
ENVIRONMENTAL CONSULTING

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Appendix: Transport Assessment

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St Thomas Bermondsey Limited

VINEGAR YARD, SOUTHWARK

UPDATED SCHEME
Planning Reference 18/AP/04717

GLA reference number: GLA/6208/S2

Transport Assessment

November 2021

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1 INTRODUCTION

Background

1.1 Caneparo Associates is retained by St Thomas Bermondsey Limited (hereinafter referred to as 'the Applicant') to provide traffic and transportation advice in relation to the proposed redevelopment of land located in the vicinity of Vinegar Yard, London Borough of Southwark (LBS) for mixed (commercial) uses.

1.2 The application site is bounded by St Thomas Street, Fenning Street, Vinegar Yard and Snowsfields including Nos. 1-7 Fenning Street and No. 9 Fenning Street, SE1 3QR.

1.3 A planning application and supporting documents (including a Transport Assessment, dated December 2018, that was produced by Caneparo Associates (CA), and an Environmental Statement (ES) that included a chapter on Transport and Accessibility that was also produced by CA) were received by the London Borough of Southwark (LBS), acting as the local planning authority at the time, on the 24th December 2018 (planning reference 18/AP/04171).

1.4 Following submission of the above planning application, a 'Supplementary Cumulative Assessment' to the ES was submitted to LBS in April 2019. This was followed by an Addendum to the ES which was submitted to LBS in October 2019. More recently a series of documents, including a Transport Addendum Note and a Traffic and Transport Statement of Conformity, were submitted to LBS in June 2020 in response to changes that were proposed to the scheme.

1.5 A further Transport Assessment was produced by CA in December 2020 following further revisions to the proposed development that were made following discussions with LBS, the Greater London Authority (GLA) and other key stakeholders.

1.6 Since the matter was recovered by the Mayor, the GLA have replaced LBS as the local planning authority for the planning application.

1.7 The 2021 proposed development that this Transport Assessment supports is described as follows:

Redevelopment of the site to include the demolition of existing buildings, retention and refurbishment of the warehouse and the erection of a ground, mezzanine and 18 storey building (with plant at roof) and 3 basement levels, comprising of café and community space within the warehouse and within the new building office, flexible medical and research and development, and flexible retail and affordable workspace, alongside cycle and disabled car parking, servicing, refuse and plant areas, public garden (including soft and hard landscaping), highway improvements and all other associated works.

1.8 The 2021 proposed development seeks to provide, on the lower floors of the main building, flexible medical and research and development floorspace (Use Classes D1 and / or B1(b)) designed to allow for occupation by Guys and St Thomas' NHS Foundation Trust, but flexible to ensure long term resilience. Levels one to ten of the building will be offered to Guys and St Thomas' for use as either D1 medical space or B1(b) research and development. The remainder of the upper floors, levels 11 to 18, comprise a B1(a) office use. This configuration reflects Guys and St Thomas' Adaptable Estates Strategy, where buildings are able to accommodate a range of possible functions both physically and by virtue of permitted uses in the long term.

1.9 Due to the flexible nature of the medical / research and development uses proposed at levels one to ten, this Transport Assessment considers the traffic and transport effects associated with two development scenarios, namely:

- Option 1: Where levels one to ten are used as Use Class D1 (medical use); and
- Option 2: Where levels one to ten are used as Use Class B1(b) (research and development).

1.10 In addition to the above, it will be necessary to close / stop up the northern section of Vinegar Yard in order to enable the development proposals to be carried out and to facilitate the implementation of the public realm and pedestrian environment enhancements outlined in this report. Further details regarding the proposed stopping up are provided later in this report.

1.11 The scope of the highways and transport assessments included in this report has been presented to LBS and Transport for London (TfL) and discussed as relevant throughout the planning application consultation process relating to the previously submitted proposals and during pre-application discussions with the GLA and TfL concerning the 2021 proposed development that this report supports.

Healthy Streets Approach and Vision Zero

1.12 Since the planning application submission in 2018 / 2019, TfL have adopted the Healthy Streets Approach (HSA) which is a system of policies and strategies that help Londoners use cars less and walk, cycle and use public transport more. The aim of the HSA is to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. It seeks to put people and their health at the centre of planning policy and decision making.

1.13 The HSA has been developed in conjunction with 'Vision Zero', which forms part of the Mayor's Transport Strategy (MTS) and aims to remove all deaths and serious injuries from London's transport network by 2041.

1.14 As demonstrated in this Transport Assessment, the updated scheme seeks to encourage an increase in the proportion of trips made by walking, cycling or public transport by integrating the site into the wider area which is well served by public transport, improving connectivity and permeability, enhancing the public realm and by creating a synergy of uses between the site and adjacent streets.

1.15 Overall, the 2021 proposed development leads to a design whereby car dominance is reduced, and pedestrian conflict is minimised, offering an attractive and accessible area for employees, visitors and the wider public. This approach is consistent with the original planning application proposals.

Transport Assessment Structure

1.16 This Transport Assessment examines the effects of the two development options on the local highway network and surrounding public transport facilities. It also considers practical issues such as servicing, vehicular access and the effect of the two development options on the local pedestrian and cycle environments.

1.17 In addition to this Transport Assessment, the planning application is accompanied by an Environmental Statement which includes an assessment of traffic and transport matters.

1.18 The planning application is also accompanied by a Framework Travel Plan and a Delivery and a Servicing Management Plan. These documents, which have been appended to this Transport Assessment, have been produced to fully consider and manage the potential transport and highway effects associated with the proposed development.

1.19 In addition, the area of Vinegar Yard that is proposed to be stopped up is shown for illustrative purposes only on the indicative stopping up plan that is appended to this report.

1.20 The remainder of the report is set out as follows;

- Section 2 describes the existing site and transport conditions;
- Section 3 details the accessibility of the site and includes an active travel audit;
- Section 4 summarises the relevant transport planning policy;
- Section 5 describes the current development proposals;
- Section 6 considers the potential effects of the development proposals;
- Section 7 describes the proposed mitigation measures; and,
- Section 8 provides a summary and conclusion.

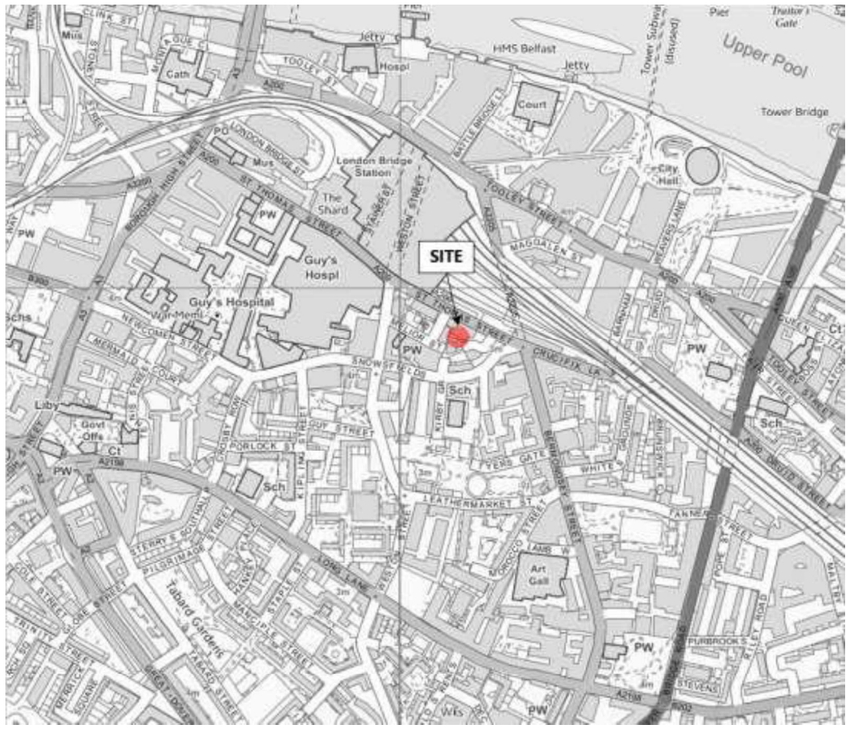
2 EXISTING SITUATION

The Site Location

2.1 The site is located in the London Borough of Southwark, on the south side of St Thomas Street a short distance from a recently opened pedestrian access to London Bridge station.

2.2 The site is bound to the north / north east by St Thomas Street, to the east / south east by Snowsfields, to the south / south west by a number of commercial buildings accessed from Melior Street and Melior Place, and to the west / north west by Fenning Street. The site location is illustrated in **Figure 2.1** below.

Figure 2.1: Site Location



2.3 The existing buildings on the site comprise Nos. 1-7 Fenning Street and No.9 Fenning Street which provide approximately 848sqm (GIA) of floorspace.

Existing and Previous Use of the Site

2.4 As part of planning permission reference 19/AP/01185, the current layout of the site includes various food offerings and an indoor bar to the west of the site as a meanwhile use. The east part of the site contains mostly retail stands (for the sale of clothes, plants small decorative items etc). Patrons are permitted to consume food and alcoholic beverages at any part of the site, with seating across the entire area.

2.5 Prior to the above planning permission being implemented, the majority of the site was used as a work space for Network Rail in connection with the development works at London Bridge.

Surrounding Uses

2.6 The surrounding area is predominantly mixed in use and character and includes commercial and retail / restaurant premises to the south along Snowsfields and to the east along Bermondsey Street. In addition, there are some residential uses surrounding the site, including to the south of Snowsfields.

2.7 Despite being located alongside the nearby railway lines, the area surrounding the site has good pedestrian permeability, with Bermondsey Street and Joiner Street providing pedestrian access to the north (under the railway lines), while additional pedestrian routes are available via London Bridge station.

St Thomas Street East Masterplan

2.8 The site is located within the St Thomas Street East Masterplan (STSEM) area – a vision for the southern side of St Thomas Street created by TfL and four adjoining landowners working collaboratively with LBS and local stakeholders to develop a strategy for the redevelopment of the local area.

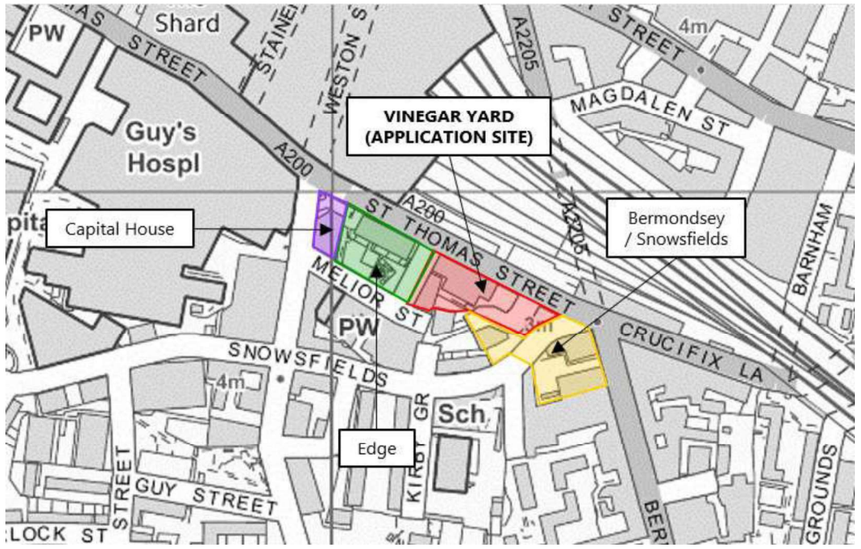
2.9 The four developments that comprise the STSEM area are as follows:

- Capital House – 40-46 Weston Street;
- EDGE London Bridge - 60 St Thomas Street;
- Vinegar Yard – The planning application site; and,

- Bermondsey / Snowsfields – 40-44 Bermondsey Street, Vinegar Yard Warehouse, 9-17 Vinegar Yard and land adjacent to Snowsfields.

2.10 The location of each of the four developments is illustrated in **Figure 2.2** below.

Figure 2.2: Location of STSEM Sites



Capital House

2.11 A planning application for the redevelopment of Capital House was submitted in March 2018 for the redevelopment of the site to construct a 45-storey building (3 basement levels and ground with mezzanine and 44 storeys) to provide up to 1,028 student accommodation units and a museum with associated servicing, cycle parking and landscaping (planning application reference 18/AP/0900). Planning permission was granted in May 2019.

2.12 Servicing is proposed to be undertaken from an on-site loading bay at the rear of the site on Melior Street, complemented by an on-street shared loading bay on Fenning Street.

2.13 The approved scheme is supported by 514 long-stay student cycle parking spaces comprising Sheffield stand spaces, two-tier solutions and cycle lockers including a free cycle hire provision to best accommodate the needs of future students at the site.

Edge, 60 St Thomas Street

2.14 A resolution to grant planning permission was issued by LBS in July 2021 for a mixed-use development providing 40,522sqm GEA of floor space with associated servicing facilities, cycle parking and landscaping (planning reference 20/AP/0944).

2.15 The approved building will mainly provide office floorspace and small ancillary retail space. The description of the approved development is as follows:

"Redevelopment of the site to include demolition of Becket House and the erection of a building comprising basements, ground floor plus upper storeys in office use (Class B1), with a retail unit (flexible Class A1/A3) at ground floor, cycling parking, servicing, refuse and plant areas, public realm improvements and other associated works incidental to the development."

Bermondsey / Snowsfields Application

2.16 A planning application for the redevelopment of the site was submitted in February 2019 (planning reference 19/AP/0404). A decision is still pending.

2.17 The description of the proposed development as taken from the planning application reads as follows:

"Demolition of existing buildings at 40-44 Bermondsey Street including partial demolition, rebuilding and refurbishment of existing Vinegar Yard Warehouse and erection of three new buildings (two linked) with up to two levels of basement and heights ranging from five storeys (24.2m AOD) to 17 storeys (67m AOD) to provide office space (Class B1); flexible retail space (Classes A1/A2/A3/A4/A5); new landscaping and public realm; reconfigured pedestrian and vehicular access; associated works to public highway; ancillary servicing; plant; storage and associated works."

London Bridge Expansion and Refurbishment Works

2.18 London Bridge station has benefited from extensive expansion and refurbishment works recently which, according to Network Rail's website, include "*new platforms for more trains, a new concourse and better connections*".

2.19 In addition, the works included pedestrian improvements such as footway widening works to the north side of St Thomas Street adjacent to the site, and a new entrance on St Thomas Street within close proximity of the site.

2.20 Up until around the end of 2018, St Thomas Street was closed to through traffic for several years while Network Rail redeveloped London Bridge Station. Following a public consultation exercise carried out by Transport for London (TfL), the section of St Thomas Street that borders the site was re-opened to one-way traffic (westbound) for access only. According to TfL's 'Engagement Report' dated September 2018, the aim of the scheme is "*to keep motorised traffic to a minimum by helping to prevent 'rat running' and make the place better for pedestrians and cyclists*".

2.21 Further details relating to the highway / access arrangements along St Thomas Street and the surrounding streets are provided later in this report.

Local Highway Network

Vinegar Yard

2.22 Vinegar Yard is a short (circa 30 metre long) cul-de-sac located on the south side of St Thomas Street. It connects with St Thomas Street via a priorty controlled T-junction approximately midway between Fenning Street and Snowsfields.

2.23 Vinegar Yard currently provides vehicular access to the site and is subject to double yellow line marking restrictions.

2.24 Pedestrian facilities are provided along both sides of Vinegar Yard, for the majority of its length, which link the footways on St Thomas Street with the traffic free routes / pedestrian facilities on Melior Street and Melior Place to the south.

St Thomas Street

2.25 St Thomas Street forms part of the A200 and Transport for London Road Network (TLRN). Within the vicinity of the site, St Thomas Street is a TfL 'Red Route' and subject to double red line (no stopping at any time) restrictions.

2.26 Along the site frontage, St Thomas Street is subject to a 20mph speed limit and benefits from pedestrian footways and street lighting.

2.27 As highlighted earlier in this report, the section of St Thomas Street adjacent to the site (between Snowsfields and the St Thomas Street access to The Shard) is access only and one-way in a westbound direction for motorised vehicles. Further to the west, St Thomas Street is two-way between The Shard and its junction with Borough High Street.

Snowsfields

2.28 Snowsfields is a one-way road providing access between the junction of St Thomas Street and Bermondsey Street to the east of the site and Weston Street to the west of the site. Snowsfields provides on-street parking bays which are managed under the label 'F' Controlled Parking Zone (CPZ) which is operational Monday to Saturday between 08:00-18:30.

2.29 Snowsfields also incorporates a loading bay near Weston Street and a London Cycle Hire docking station located on the northern side of the carriageway between Kirby Grove and Hardwidge Street, with space for circa 31 cycles.

Fenning Street

2.30 Fenning Street is a relatively short, two-way, access road which is lightly trafficked. It connects St Thomas Street to the north, via a priority-controlled junction, and Melior Street to the south, via a priority-controlled junction.

2.31 It is subject to single yellow line restrictions along the majority of its length. There is a recently installed parking bay at the northern end of Fenning Street. There are a number of dropped kerbs along its eastern edge which previously provided vehicular access to parts of the application site.

2.32 The road is lit by street lights and there are footways on both sides of the carriageway.

Melior Street

2.33 Melior Street is a cul-de-sac that provides vehicular access to Weston Street to the west via a priority controlled junction and Fenning Street to the east. Beyond the junction of Fenning Street, Melior Street provides a pedestrian link to Melior Place.

2.34 Melior Street is lightly trafficked and is subject to single yellow line markings along its southern side and double yellow line restrictions along its northern side for a short distance to the west of Fenning Street.

Weston Street

2.35 Weston Street is a two-way access road connecting St Thomas Street to the north and Long Lane to the south via junctions with Snowsfields and Leathermarket Street.

2.36 Weston Street incorporates footways on both side of the carriageway and is subject to double yellow and single yellow line restrictions within the vicinity of the site. It also incorporates a number of parking / loading bays on its eastern side.

2.37 Vehicular access to Weston Street is restricted north of its junction with Snowsfields and at the junction of St Thomas Street.

Traffic Flow Data

2.38 An independent specialist traffic survey company was instructed to install an Automatic Traffic Counter (ATC) on Snowsfields between 12th November 2018 and 19th November 2018 for the Transport Assessment that supported the December 2018 submission to LBS. In addition, the survey company was commissioned to install a video camera on St Thomas Street within the vicinity of Fenning Street.

2.39 The survey equipment was installed to record the traffic flows along the main roads that surround the site.

2.40 The ATC data is included at **Appendix A** while the data collected by the video camera is presented in **Appendix B**. A summary of the traffic flow information is provided in **Table 2.1** below.

Table 2.1: Observed Traffic Flow Information (Cars, Light Goods Vehicles, Heavy Goods Vehicles and Passenger Service Vehicles)

Time Period	St Thomas Street		Fenning Street		Snowsfields	
	E/B	W/B	N/B	S/B	E/B	W/B
AM Peak (08:00-09:00)	0	19	3	1	2	73
PM Peak (17:00-18:00)	0	7	1	0	1	60

Notes: AM and PM peak flows are the average of the peak flows recorded Monday to Friday

2.41 The surveys of existing traffic flows indicate that vehicle activity in the vicinity of the site is low with up to around 19 two-way vehicle movements per hour on St Thomas Street and 4 two-way vehicle movements per hour on Fenning Street during peak periods. Snowsfields is also lightly trafficked with up to around 75 two-way vehicle movements per hour during peak periods.

2.42 **Table 2.2** below summarises the recorded morning (AM) peak period, evening (PM) peak period, and Annual Average Daily Traffic (AADT) flows for St Thomas Street, Fenning Street and Snowsfields. The figures below include all motor vehicles (i.e. motorcycles, cars, light goods vehicles, heavy goods vehicles, and passenger service vehicles) and have been derived for the purposes of the Environmental Statement that accompanies the planning application.

Table 2.2: Observed Traffic Flow Information (All motor vehicles including motorcycles)

Time Period	St Thomas Street		Fenning Street		Snowsfields	
	E/B	W/B	N/B	S/B	E/B	W/B
AADT (Annual Average Daily Traffic) (All Motor Vehicles)	6	310	47	19	94	1,499
AM Peak (08:00-09:00) (All Motor Vehicles)	0	19	3	1	15	110
PM Peak (17:00-18:00) (All Motor Vehicles)	0	10	1	0	11	108

Notes: AM and PM peak flows are the average of the peak flows recorded Monday to Friday

2.43 The data in the table above shows that Snowsfields is subject to an AADT flow of circa 1,600 vehicles, while St Thomas Street and Fenning Street are lightly trafficked.

COVID-19 Effect

2.44 It is recognised that COVID-19 will have had implications on local traffic flows, although most notably during the government-imposed lockdowns that occurred in 2020 and early 2021. Equally, the pandemic has accelerated existing trends in travel patterns such as increased online shopping and home working practices. This makes it difficult to foresee a future date that can fully be considered 'normal' or when local traffic flows have returned to 'pre-pandemic' levels.

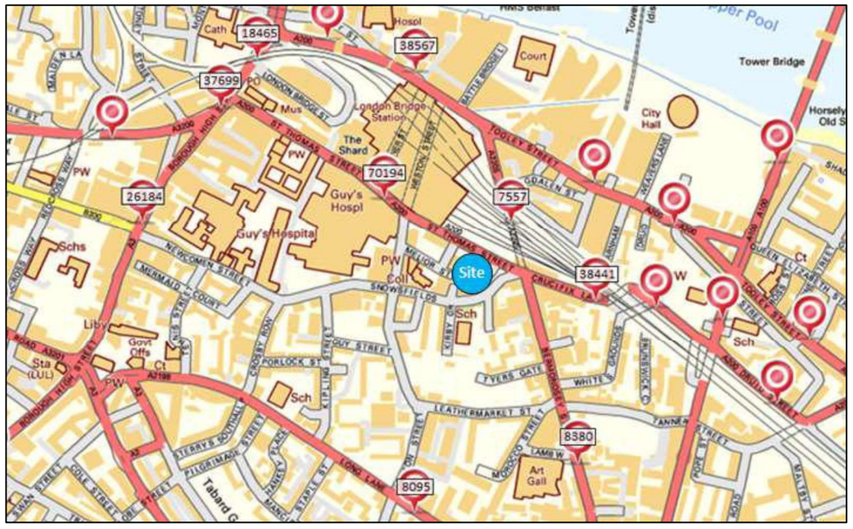
2.45 With reference to the TfL public transport data included in **Appendix C**, which summarises the number of journeys made on public transport by type of transport by TfL reporting period

between November 2014 and August 2021, it is clear that public transport usage is currently lower than it was before the pandemic which indicates that travel patterns have yet to return to normal. As such, it is considered appropriate to assess the potential traffic and transport related effects of the two development options based on the traffic flow data described above.

DfT Traffic Surveys

2.46 In addition to the above survey data, it is noted that there are a number of Department for Transport (DfT) traffic count sites on some of the roads that surround the site; including on St Thomas Street, Crucifix Lane, Tooley Street and Bermondsey Street. The DfT traffic count locations are highlighted in **Figure 2.3** below.

Figure 2.3: DfT Count Site Locations (Extract from DfT website)



2.47 Existing traffic flows on surrounding roads and the anticipated traffic generation associated with the proposed development is considered later in this report.

Method of Travel to Work

2.48 The 2011 Census data has been examined to establish the method of journey to work for the workplace population (i.e. employees) in the area. **Table 2.5** below summarises the findings which indicate that sustainable modes of transport account for circa 92% of all journeys to work, with public transport accounting for 81% of journeys.

Table 2.5: Method of Travel to Work – Workplace Population	
Mode	**Census 2011 Modal Split (%)**
Underground	24.4%
Train	44.3%
Bus	11.1%
Taxi	0.2%
Motorcycle	0.7%
Driving a Car or Van	6.8%
Car or Van Passenger	0.3%
Bicycle	5.2%
On Foot	7.0%

2.49 It is anticipated that the current car driver mode split will be lower than that set out above due to transport policy efforts to increase sustainable travel, as well as a decreasing provision of car parking spaces in the local area, including those previously available at the site (mentioned earlier in this report).

3 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

3.1 An assessment of the accessibility of the site by both active modes of travel and public transport has been carried out and is included within this section of the report. In addition, an Active Travel Audit for key routes in the locality, based on TfL's adopted Healthy Streets Transport Assessment guidance has been undertaken and summarised in this section of the report.

Accessibility by Active Modes

Access by Foot

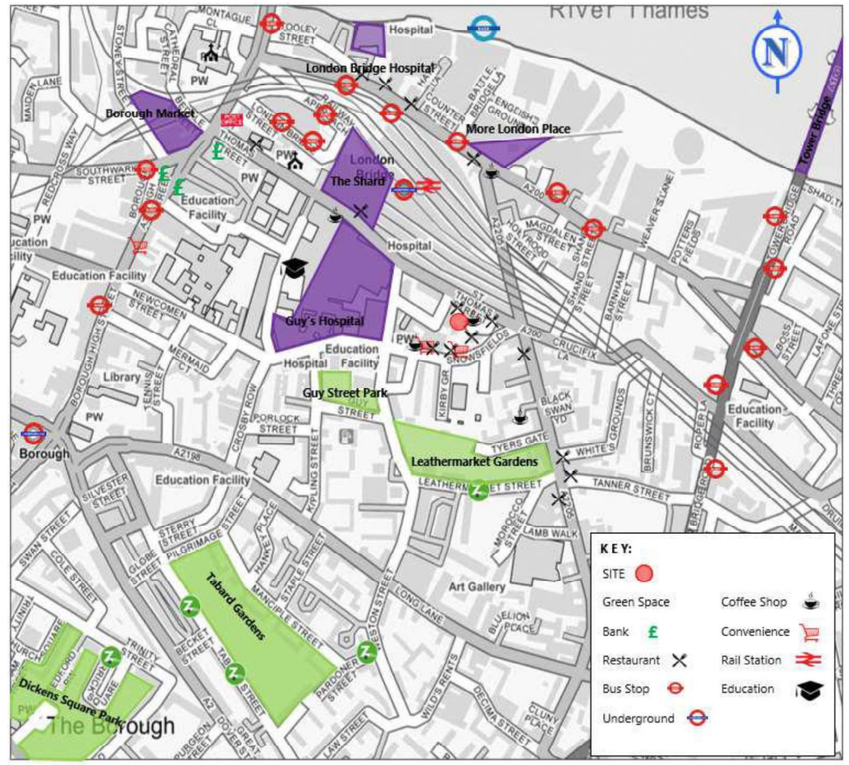
3.2 A person's willingness to walk is dependent on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

3.3 CIHT research on walking (Planning for Walking, 2015) suggests that for journeys of up to 1 mile (up to 1.6 kilometres) the majority of people will walk (79%). While the proportion of people walking decreases beyond the 1 mile threshold (26% between 1 and 2 miles).

3.4 Further research reviewing walking distances reviews the National Travel Survey data for 2010-2012 (*How far do people walk? WYG Research Paper, 2015*) which suggests that walking mode should be considered suitable for distances up to 1.95 kilometres.

3.5 There are a number of local amenities which are located within the 1.6 kilometres to 2 kilometres range of the site. **Figure 3.1** below shows the location of local public transport opportunities as well as local amenities.

Figure 3.1: Main Local Amenities Map



3.6 **Table 3.1** below summarises the main local amenities available for future users of the development site. The table provides the location of each amenity and provides approximate walking distances, as well as approximate walking times, assuming an average walk speed of 80 metres per minute.

3.7 Currently, the closest bus stops to the site are located on Tooley Street; however it is likely that bus services will be reinstated on St Thomas Street once the temporary measures and highway works are complete.

Table 3.1: Approximate Distances to Main Local Amenities			
Amenity	**Location**	**Walking Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus stops	London Bridge Bus Station	400	5
London Bridge Rail Station	St Thomas Street	170	2
London Bridge Underground Station	St Thomas Street	240	3
Facilities and Amenities			
Convenience and Grocery Store	Snowfields	140	2
Tesco Metro Supermarket	Tooley Street, Bursar Street	400	5
Barclays Bank	Borough High Street, St Thomas Street	550	7
Post Office	Borough High Street, St Thomas Street	600	8
Pharmacy	Borough High Street, St Thomas Street	610	8

3.8 As shown in the table above there are a number of amenities and public transport services available within convenient walking distances of the site, including bus, underground and rail services, as well as amenities such as convenience stores, a bank and a post office.

3.9 The walking environment in the vicinity of the site has been assessed accounting for the age-related requirements of occupants and visitors and is of a good standard with wide footways located along St Thomas Street and the majority of the expected walking routes. Some sections of the footway require maintenance due to poor quality paving and a lack of sufficient drop kerbing / tactile paving. Despite this, the overall area displays a pleasant pedestrian environment.

Access by Cycling

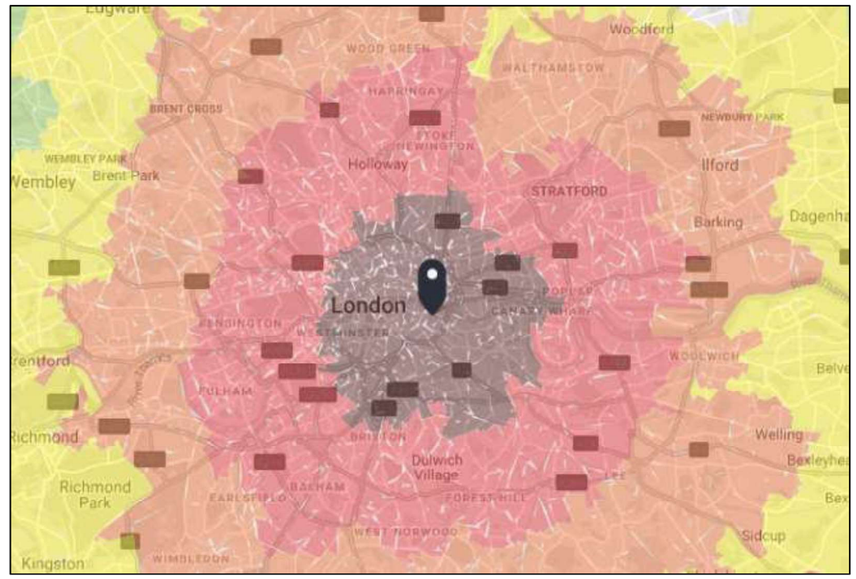
3.10 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation. This guidance highlights previous

research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are undertaken by private cars.

3.11 The guidelines referred to above highlight that there is a 'substantial potential' for substituting driving for cycling for distances up to 5 miles. Much of central London is within a convenient cycle ride of the site, while the following areas are available within an 8km radius of the site; Stoke Newington, Queen Elizabeth Olympic Park, Poplar, Deptford, Brixton, Hyde Park and Chalk Farm.

3.12 **Figure 3.2** below indicates the Active Travel Zone for the site based on a 20-minute cycle distance. The figure demonstrates that parts of Islington and Camden to the north, Canary Wharf to the east, Camberwell to the south, and Westminster to the west are located within a 20-minute cycle distance.

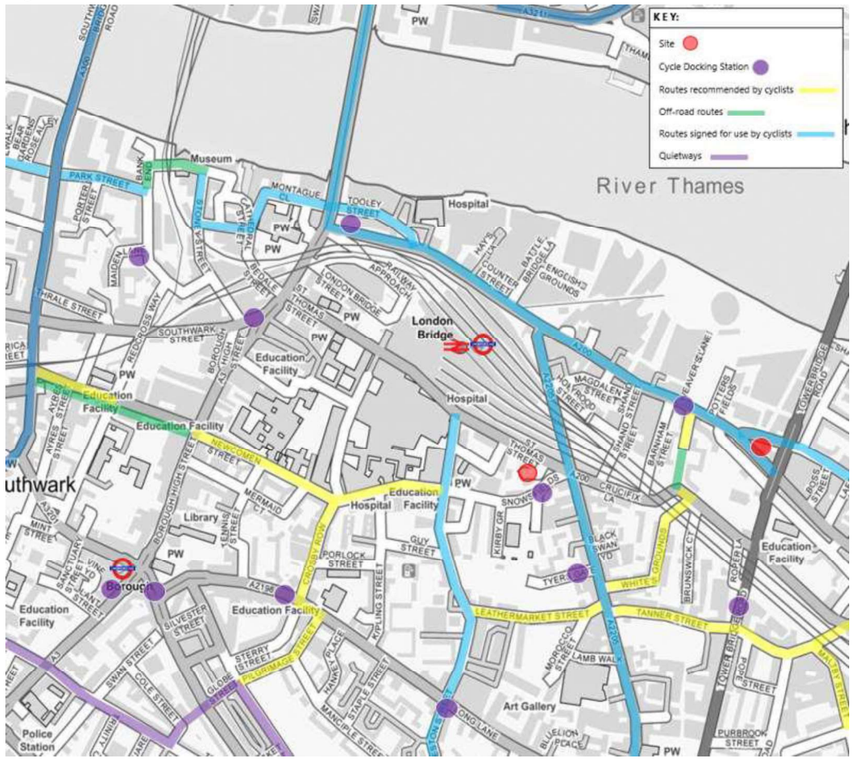
Figure 3.2: Active Travel Zone (Cycling) (Source: TfL)



3.13 TfL's Local Cycle Guide No.7 indicates that there is a good network of cycle ways in the local area with Bermondsey Street, Weston Street, Tooley Street and London Bridge labelled as *'Routes signed or marked for use by cyclists'*. Additional roads that are defined as being *'Quieter roads that have been recommended by other cyclists'* include Leathermarket Street, Whites Grounds and Druid Street.

3.14 There are a number of cycle routes surrounding the site which provide a good level of cycle infrastructure accounting for the age-related requirements of proposes occupants and visitors. Cycle Superhighway No.7 passes the site to the west in a north-south orientation via Southwark Bridge Road and Southwark Bridge. National Cycle Network 4 passes the site to the north via Tooley Street. London Cycle Network route No. 22 passes the site to the east via Bermondsey Street and finally Quietway No. 1 passes the site to the south via Tabard Street and Trinity Street. **Figure 3.3** below highlights the cycle network surrounding the site.

Figure 3.3: Local Cycle Network Map



London Cycle Hire

3.15 The site is located within short walking distance of the London Cycle Hire docking station on Snowsfields. The docking station provides circa 31 bikes / spaces. It is located within a layby on the north side of Snowsfields to the north west of Hardwidge Street.

3.16 A number of other London Cycle Hire docking stations can be found in the wider vicinity, including on Tooley Street to the north east of the site, Tyers Gate to the south east of the site and Southwark Street to the west.

Cycle Parking Facilities

3.17 The local area has a limited level of cycle parking facilities with no on-street cycle parking facilities on street in proximity to the site on St Thomas Street, Fenning Street and Melior Street. The existing building does not provide any dedicated cycle facilities. The closest cycle parking facilities are located in London Bridge rail station.

Accessibility by Public Transport

3.18 The site is very well served by public transport with convenient access to London Underground, National Rail, bus and River Boat services.

3.19 The following information is based on pre-pandemic / assumed normal levels of service.

Public Transport Accessibility Level (PTAL)

3.20 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.21 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

3.22 The site has a PTAL rating of 6b, demonstrating an 'excellent' level of accessibility to public transport and the highest possible rating. **Appendix D** includes a copy of TfL's PTAL calculation for the site.

London Underground Services

3.23 The closest London Underground station to the site is London Bridge. There is a recently opened pedestrian access to this station within approximately 240 metres walking distance to

the west of the St Thomas Street site frontage. Northern Line (Bank Branch) and Jubilee Line London Underground services can be accessed from London Bridge station.

3.24 During peak travel times the Northern Line operates every 2 to 3 minutes in each direction while the Jubilee Line operates every 2 minutes in each direction.

3.25 Therefore, it is assumed that around 108 London Underground (Northern Line and Jubilee Line) services per hour pass through the station during peak times.

3.26 In addition, Circle and District Line London Underground services can be accessed from Monument station which is within approximately 1.25 kilometres walking distance to the north of the site.

Rail Services

3.27 In addition to the London Underground services that can be accessed at London Bridge station, outlined above, the station is also served by Southeastern, Southern and Thameslink services.

3.28 An extract of departures from London Bridge Rail Station in the PM Peak is summarised in **Table 3.2** below. Based on this it is assumed there are around 106 services operating from the station during peak times.

Table 3.2: Peak Hour Rail Frequency

Service	Departures from London Bridge Station (Destinations)	Frequency (Trains per Hour)
Southeastern / Southern Railway / Thameslink	London Charing Cross	21
	London Cannon Street	13
	Luton	10
	Sevenoaks	10
	Bedford	8
	Gatwick Airport	7
	Gravesend	7
	Orpington	6
	Tunbridge Wells	6
	Hayes	5
	Ramsgate	5
	Hastings	3
	Brighton	2
	East Grinstead	2
	Margate	2
	Guildford	1
	Littlehampton	1
Total		**106**

Bus Services

3.29 A significant number of bus services can be accessed within 500 metres walking distance of the site.

3.30 According to the PTAL report referred to above, there are bus stops at London Bridge Station, Tooley Street / Hays Wharf, Tower Bridge Road / Druid Street, and Long Lane / Bermondsey Street.

3.31 **Table 3.3** below provides a summary of bus services that can be accessed from the above bus stops.

Table 3.3: Local Bus Service Summary				
Route Number	**Route**	**Peak Frequency (in minutes) One-Way**		
		Weekdays	**Saturday**	**Sunday**
42	East Dulwich – Druid Street – Liverpool Street station	10-14	10-14	15
43	London Bridge – Friern Barnet	4-8	5-9	7-11
47	London Bridge – Catford Shoreditch	9-13	10-13	10-22
78	Shoreditch - Druid Street – Peckham Rye	9-12	9-12	10-14
141	London Bridge – Palmers Green	6-10	7-11	10-13
149	London Bridge – Edmonton Green	4-9	7-10	7-10
188	North Greenwich – Druid Street – Russell Square	6-10	8-15	11-20
343	City Hall – New Cross Gate	7-10	6-10	8-12
381	County Hall – Peckham	9-12	10-12	11-14
521	London Bridge – Waterloo	2-13	7-10	10-13
C10	Victoria – Canada Water	7-10	8-12	11-13
RV1	Covent Garden – Tower Gateway	18-22	18-22	18-22

3.32 Further information regarding local bus routes is shown in the Bus 'Spider' Map included at **Appendix E**.

3.33 According to the PTAL report referred to above, there are around 226 buses operating within the area surrounding the site per hour during peak periods.

Riverboat Services

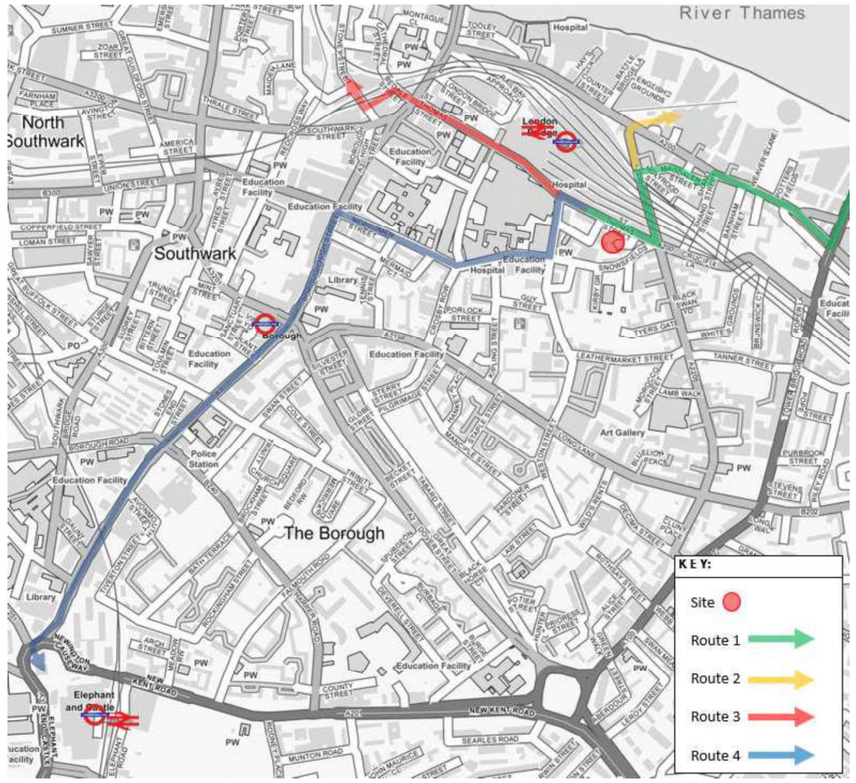
3.34 London Bridge City Pier is located within approximately 650 metres walking distance of the site. The following services can be accessed from this pier:

- RB1 – Westminster to North Greenwich. 2 to 3 services per hour.
- RB1X – Westminter to North Greenwich express. 1 to 2 services per hour.
- RB2 – Battersea Power Station to London Bridge City. 2 per hour.
- RB6 – Putney to Blackfriars / Canary Wharf. 1 to 3 per hour. Peak time only service.

Active Travel Audit

3.35 The Active Travel Audit is highlighted in **Figure 3.4** below, which aligns with the Healthy Streets Approach. The areas included are deemed the most appropriate / shortest routes to / from the development, Borough Market, Tower Bridge, Elephant & Castle Station and More London Place.

Figure 3.4: Active Travel Routes



3.36 The original audit was undertaken on the ground on Monday 6th January 2020 between the hours of 09:00 – 12:00.

3.37 The audit was carried out again on Thursday 3rd December 2020. The December 2020 audit was carried out in accordance with TfL guidance issued during the pandemic. The review was carried out to ensure there were no substantial changes to the routes since the original audit was undertaken in January 2020. The review confirmed that there has been no material

changes to the local pedestrian and cycle network and therefore the findings of the original audit remain appropriate and valid.

3.38 A review of the audit carried out in December 2020 was undertaken in October 2021 for the purposes of this report.

3.39 The original audit and the more recent reviews were undertaken in accordance with, and with reference to, the Healthy Streets Approach utilising the '*Guide to Healthy Streets Indicators – Delivering the Healthy Streets Approach'* (November 2017) and *'Healthy Streets Check for Designers'* (April 2019).

3.40 The original Active Travel Audit and more recent reviews were undertaken in line with the latest Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos were taken at least every 150 metres along the main identified routes.

Healthy Streets Approach

3.41 As highlighted earlier in this report, the Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more. The approach seeks to inform design, management and use of public spaces in order to place people and the public's health at the forefront of development decisions.

3.42 The approach is aimed towards achieving the Mayor's 'Vision Zero' target, which aims for no deaths or serious injuries to occur on London's roads by 2041. Further details relating to the 'Vision Zero' target are provided later in this report.

3.43 The 'Approach' is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017' document. The document outlines 10 Healthy Streets indicators which provide initial starting points for discussions around the quality of the pedestrian environment. The 10 Healthy Streets indicators are summarised within **Figure 3.5** below.

Figure 3.5: Health Streets Indicator Wheel



Source: TfL

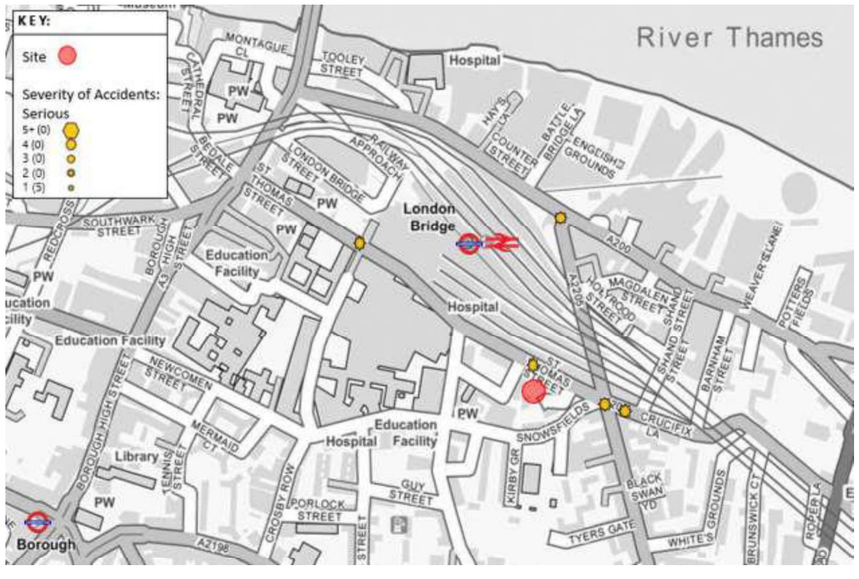
3.44 It is recognised that not all of the sections within the Healthy Streets Approach assessment are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. This report assesses how the proposed development provides improvements to the pedestrian environment in the context of the 10 Healthy Streets indicators.

Vision Zero

3.45 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.

3.46 **Figure 3.6** below details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the 5 year period up to March 2019 – a copy of the data is included at **Appendix F**. For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. A summary of the key accidents recorded is provided below.

Figure 3.6: Accident (KSI) Data Map



3.47 A total of 5 serious accidents were recorded within the scope selected surrounding the site. With regards to active travel, three serious accidents involved cyclists and three involved pedestrians. A cluster of two serious accidents occurred at the junction between Bermondsey Street / St Thomas Street / Crucifix Lane. The first incident involved a pedestrian and vehicle and was a consequence of carelessness and failing to look properly. The second serious incident involved a cyclist and vehicle; however, the causes were unknown and not mentioned within the accident data report. It was recorded that weather conditions were considered 'fine' with the incident taking place during the day when it was light.

3.48 A serious accident was recorded at the junction between St Thomas Street / Fenning Street. The incident involved a cyclist and was a consequence of the cyclist colliding with an object in the road.

3.49 The fourth serious incident was recorded at the junction between Tooley Street / Bermondsey Street. The accident involved a cyclist; however, the causes of the incident were unknown. With this in mind, it was recorded that weather conditions were poor and the road was reported as being wet.

3.50 The final accident recorded took place between St Thomas Street / Great Maze Road. The incident involved a cyclist and vehicle colliding as a consequence of a pedestrian stepping into the path of the oncoming cyclist, failing to judge the riders speed.

Review Process

3.51 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, each route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The Active Travel Audit concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.

3.52 In accordance with advice received from TfL, each of the routes assessed have included the following walking and cycling routes:

- Walking and cycling routes to/from Borough Market/London Bridge;
- Walking and cycling routes to/from Tower Bridge/C4;
- Walking and cycling routes to/from Borough LU/ Elephant and Castle;
- Walking and cycling routes to/from Bermondsey Street; and,
- Walking and cycling routes to/from More London Riverside.

ROUTE 1: Step-Free Route to/from Tower Bridge

3.53 The cyclist environment between the site and Tower Bridge provides sufficient infrastructure for cyclists with Tooley Street offering designated cycle lanes (including the provision of marked cycle superhighway lanes at the junction with Queen Elizabeth Street) which link up to the wider cycle networks across London. The route provides a sufficient pedestrian environment with wide footways accompanied with tactile paving and drop kerbing at key crossings. Additionally, the route provides a variety of signalised crossing junctions making the environment safe for active travel.

3.54 The worst section of the route is shown in **Figure 3.7** below (reference Photograph 1C) which is located along Magdalen Street. This section offers a quieter and quicker route towards Tower Bridge by avoiding sections of the main highway of Tooley Street and Bermondsey Street. For pedestrians, this short-cut does not provide acceptable footway widths or crossing

facilities for vulnerable road users. This section of the route incorporates obstructions along the northern side of the footway in the form of street litter and Eurobins resulting in pedestrians entering the carriageway to travel along the route. Additionally, the footway width is narrow and lacks drop kerbing and tactile paving at informal crossings, further enhancing the difficulty for vulnerable road users.

Figure 3.7: Photographic Record of Routes to / from the Site to Tower Bridge and More London Place



3.55 The review undertaken in October 2021 confirmed similar issues with the pedestrian environment on Magdalen Street to those identified in November 2020, with inadequate pedestrain facilities at informal crossing points and the presence of street furniture on the footway. The remainder of the route was confirmed to provide an excellent level of infrastructure for both pedestrians and cyclists.

3.56 Photograph 1C in Figure 3.7 has been assessed against the Healthy Streets Indicators in **Table 3.4** below.

Table 3.4: Healthy Streets Indicators for Photograph 1C: Magdelen Street towards Tower Bridge

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	Footways are severely reduced in width and obstructed by street litter and bins. There is a high kerb with no drop kerbs at crossovers and informal crossing points along Magdalen Street.	Remove all litter and obstructions along the footway and provide a drop kerb and tactile paving for vulnerable pedestrians.
Easy to cross	High kerb and no drop kerbing / tactile paving makes crossing difficult for vulnerable road users.	The provision of drop kerbs and tactile paving at all crossovers and informal crossing points.
Shade and shelter	Buildings and the railway arches offer shade and shelter along the route.	No need for improvement.
Places to stop and rest	Public benches are located near to Bermondsey Street and London Bridge Station entrance.	No need for improvement.
Not too noisy	The environment is fairly noisy with passing traffic and noise from passing trains.	A reduction in traffic will reduce the level of noise within the area.
People choose to walk, cycle and use public transport	This section of the route is more suited to cyclists as a cut-through route. Pedestrian environment tends to be slightly neglected due to poorly managed footways.	Improve the pedestrian environment along Magdelen Street so that this can also become a cut-through route for pedestrians of all abilities.
People feel safe	The route feels somewhat enclosed and dark underneath the railway bridges.	Additional lighting could be provided.
Things to see and do	The route features a number of food and beverage opportunities along Tooley Street and St Thomas Street where Vinegar Yard is located.	No need for improvement.
People feel relaxed	Due to this section of the route being off the main highway, it's a much quieter area, therefore a good route for cyclists. The poor footways may make the route feel stressful.	Improve the quality of the footway so pedestrians feel more relaxed.
Clean air	Traffic flows likely to cause high emissions within the area.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy. More trees would benefit this location.

ROUTE 2: Step-Free Route to / from More London Place

3.57 The route to and from More London Place incorporates an excellent pedestrian and cyclist environment. The route provides wide footways located on either side of the carriageway with an open public space benefiting from benches and Sheffield cycle parking stands. The route provides excellent signalised pedestrian crossing facilities with tactile paving and drop kerbs suitable for all footway users. Additionally, Bermondsey Street and Tooley Street provide on-street cycle lanes attracting cycling within the area. Despite the vast array of cycle parking provided within the public space, some bicycles were seen locked to street furniture displaying an increase in the demand for cycle parking. Overall, the route provides a clean and safe environment for all active travellers, complying with the Healthy Street Indicators and displays no real concerns for pedestrians and cyclists. These findings were confirmed during the review undertaken in October 2021.

3.58 Due to this section of the route meeting all recommendations of the Healthy Streets Indicators and providing an excellent route for active travel there was no need for a further assessment to be undertaken.

ROUTE 3: Step-Free Route to / from Borough Market

3.59 The route assessed displays an overall good pedestrian and cyclist environment. There are wide footways located on either side of the carriageway sufficient for two-way passing and the busy environment of commuters leaving / entering London Bridge Station. All crossings provide sufficient tactile paving and drop kerbs for all abilities of pedestrians. St Thomas Street does not currently provide a designated cycle lane; however, individuals regularly cycle along this route which joins to the wider cycling network. During the Audit undertaken in January, St Thomas Street was undergoing construction works which resulted in sections of the footway being temporarily suspended on the northern side of the carriageway; however, these were reopened during the December 2020 audit. The October 2021 review showed further means for improving the pedestrian environment on St Thomas Street, with part of the carriageway allocated for pedestrians with the use of temporary guardrailing on the southern footway (as part of the 18 month experimental traffic order), to provide a wider footway, capable of accommodating more pedestrians. This is illustrated in **Figure 3.8** below.

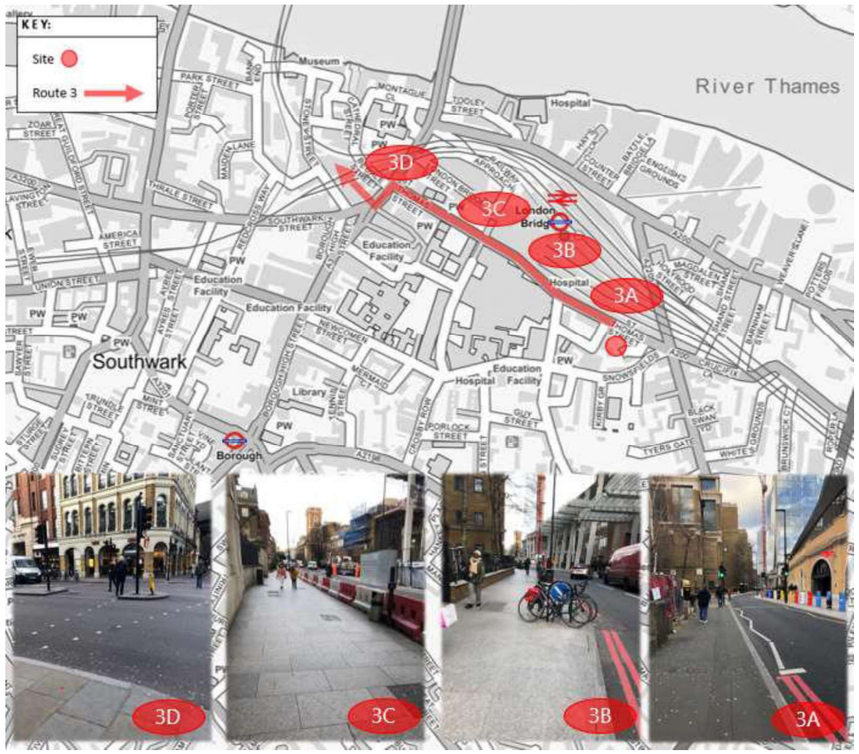
3.60 In addition, the proposals for alterations being developed by TfL at present will be expected to significantly improve walking and cycling along St Thomas Street.

Figure 3.8: Temporary Pedestrian Footway Extension on St Thomas Street (October 2021)



With regard to active travel, the overall route provides a sufficient environment for pedestrians and cyclists. However, the worst section of the route is shown in **Figure 3.9** (reference Photograph 3B) which shows bikes being chained to fences due to the overspill of cycle parking along St Thomas Street. This causes a potential risk for pedestrians passing by in case any become detached from the street furniture. Additionally, this affects the aesthetics of the route and gives the impression of the environment looking cluttered.

Figure 3.9: Photographic Record of Route to / from Borough Market



3.61 Photograph 3B in Figure 3.9 has been assessed against the Healthy Streets Indicators in **Table 3.5** below.

Table 3.5: Healthy Streets Indicators for Photograph 3B: St Thomas Street

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	Excellent footway width with sufficient crossing facilities for all abilities.	No need for improvement.
Easy to cross	Excellent footways width with sufficient crossing facilities for all abilities.	No need for improvement.
Shade and shelter	Buildings and the railway arches offer shade and shelter along the route.	No need for improvement.
Places to stop and rest	Due to the busy commuting nature of St Thomas Street the provision of benches will not fit with the aesthetics nor character of the route. However, places to stop and rest can be found within the station itself.	No need for improvement.
Not too noisy	The environment is fairly noisy with regularly passing traffic and noise from the railways and high pedestrian flow.	A reduction in traffic will reduce the level of noise within the area.
People choose to walk, cycle and use public transport	The route is popular amongst cyclists and pedestrians and provides connections to key public transport services and wider cycle networks.	No need for improvement.
People feel safe	Busy environment with many people which act as natural surveillance. However, can feel slightly stressful due to the fast and busy nature along the route.	No need for improvement.
Things to see and do	The Shard and an array of pop-up cafes / food and beverage facilities situated along St Thomas Street.	No need for improvement.
People feel relaxed	The busy commuting nature of the route can be stressful. Lack of cycle lanes can be stressful for cyclists sharing the carriageway with vehicles.	The provision of a designated cycle lane.
Clean air	High traffic flows likely to cause high emissions within the area.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy. More trees would benefit this location.

ROUTE 4: Step-Free Route to / from Elephant & Castle Station via Borough Station

3.62 The overall nature of this route tends to be good with sufficient footways accompanied with drop kerbs and tactile paving at all crossings along the route. There are a number of cycle lanes along the route which provide direct access between the site and Borough High Street. At key junctions along Borough High Street travelling south towards Elephant & Castle Station

there are a number of signalised crossings which provide sufficient drop kerbing and tactile paving. This provides the necessary access for pedestrians when crossing between large junctions on the main highway. Some sections of the footway are poorly maintained along the route with the footway being uneven / damaged or obstructed by rubbish. Additionally, road works along the route have also reduced the width of the footway. As a result of this, the aesthetics of some sections of the footway tend to be poor.

3.63 The worst section of the footway is shown in **Figure 3.10** (reference Photograph 4B) which is situated at the junction between Weston Street and Snowfields. The photograph shows refuse that has been left on the side of the footway restricting pedestrian access and affecting the aesthetics of the area. All informal crossing points between the crossroad junction lack sufficient tactile paving and drop kerbing, making it a challenge for vulnerable road users. The majority of the footway has been damaged by vehicles travelling over the corners of the footway which has resulted in damage.

Figure 3.10: Photographic Record of Route to / from the Site and Elephant & Castle Station via Borough Station



3.64 The review undertaken in October 2021 confirmed that refuse left on the footway and other street furniture at the Snowfields / Weston Street junction is still an issue which reduces the quality of the pedestrian environment. It was also identified through the review that footway repairs had also been undertaken on some sections of the footway which were previously damaged by heavy vehicles (**Figure 3.11** below), although a lack of tactile paving is still shown to be shortcoming of the pedestrian environment at the junction.

Figure 3.11: Footway Bollard Repairs at Snowfields / Weston Street junction (October 2021)



3.65 Photograph 4B in Figure 3.10 above has been assessed against the Healthy Streets Indicators in **Table 3.6** below.

Table 3.6: Healthy Streets Indicators for Photograph 4B: Weston Street / Snowfields

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	Footways are obstructed by rubbish and are in poor condition.	Remove all rubbish and prevent local establishments from leaving their rubbish on the footway. Restore any broken and uneven paving along the footway.
Easy to cross	A lack of sufficient drop kerbing and tactile paving, making it difficult for vulnerable road users.	The provision of drop kerbs and tactile paving at all crossovers and informal crossing points.
Shade and shelter	Buildings offer shade and shelter along the route.	No need for improvement.
Places to stop and rest	Public benches are located along Snowfields and Borough High Street	No need for improvement.
Not too noisy	This section of the route is fairly low in traffic and tends to be much quieter.	No need for improvement.
People choose to walk, cycle and use public transport	Crossing between the crossroads may be difficult for wheelchair users or vulnerable active travellers. Good environment for cyclists and provides a direct access route towards London Bridge Station and Borough High Street.	Improvements to the footway and informal crossings so that vulnerable road users are accommodated for.
People feel safe	Fairly slow-paced environment creating a relaxed environment.	No need for improvement.
Things to see and do	Located at the crossroad junction there are a number of retail establishments.	No need for improvement.
People feel relaxed	Quiet nature makes the environment relaxed. However, poor quality paving may make the route feel stressful.	Improve the quality of the footway so pedestrians feel more relaxed.
Clean air	Small volume of traffic at this section of the route, however located close to a number of main highways which generated a high volume of traffic.	A reduction in the reliance on the private vehicle is required, in line with the Mayor's Transport Strategy. More trees would benefit this location.

Summary, Recommendations and Conclusions

Summary

3.66 An Active Travel Audit has been undertaken in line with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November 2017) and Healthy Streets Check for Designers (April 2019). The Active Travel Audit included routes to / from Tower Bridge, More London Place, Borough Market and Elephant & Castle Station via Borough Station.

3.67 The worst performing locations were identified as being:

- Obstructed footways and lack of drop kerbing / tactile paving along Magdalen Street;
- Bicycles chained to street furniture ruining the aesthetics; and,
- Poorly maintained footways and lack drop kerbing and tactile paving at the crossroad junction between Weston Street and Snowfields.

Recommendations

3.68 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified, which will facilitate an environment that encourages walking and cycling.

- Removal of street waste to restore access along the footway. Additionally, the provision of sufficient crossing facilitates such as drop kerbs and tactile paving for vulnerable pedestrians.
- To provide additional and attractive cycle parking.
- Restore damaged and uneven footways to provide a better pedestrian environment. Additionally, the provision of drop kerbs and tactile paving at informal crossings.

3.69 The review carried out in October 2021 confirmed that works had been undertaken at the Snowfields / Weston Street junction to restore areas of damaged footway, although a lack of tactile paving was still identified at the junction. Other recommendations outlined above remain pertinent for the improvement of the surrounding pedestrian and cyclist environment, and will contribute towards an area in which walking, cycling or public transport will be preferred over the private vehicle.

3.70 As previously mentioned, the footway extension works along St Thomas Street will only be for a temporary period and when completed will help inform future improvements to the public realm by determining the success of the current footway scheme.

Conclusion

3.71 The Active Travel Audit carried out in November 2020 and review undertaken in October 2020 has identified that level, good quality footway provision is the largest barrier to active travel along the routes that have been assessed. Therefore, the improvements to the footways and crossings identified above will help improve people's travel to and from the site.

3.72 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the site is generally positive overall, and that with minor physical measures, the accessibility of the routes for all pedestrians and cyclists will be improved.

4 PLANNING POLICY

National Transport Policy

National Planning Policy Framework (NPPF July 2021)

4.1 The latest version of the National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy.

4.3 The Chapter notes at Paragraph 104 that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) 'The potential impacts of development on transport networks can be addressed;

b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) Opportunities to promote walking, cycling and public transport use are identified and pursued;

d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and

e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

4.4 The Chapter continues at Paragraph 105 by stating:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

4.5 When considering development proposals, Paragraph 110 notes that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;

b) Safe and suitable access to the site can be achieved for all users;

c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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'.

4.6 With regard to assessing the impact of development, paragraph 111 and 112 state:

'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.'

'Within this context, applications for development should:

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

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

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

d) *Allow for the efficient delivery of goods, and access by service and emergency service vehicles; and*

e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

4.7 The Chapter concludes at Paragraph 113 that:

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

National Design Code

4.8 This National Design Guide, alongside the National Model Design Code and Guidance Notes for Design Codes help to *'illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.'*

4.9 Paragraph 75 states: '*Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.'*

4.10 Paragraph 77 goes on to state that: '*A well-designed movement network defines a clear pattern of streets that:*

a) *is safe and accessible for all;*

b) *functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*

c) *limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*

d) *promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and,*

e) *incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.'*

4.11 Policy M1 considers 'A connected network of routes for all modes of transport' states that *'A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, cycling and by car'.*

4.12 Policy M2 considers 'Active travel' stating that *'Priority is given to pedestrian and cycle movements, subject to location and the potential to create connections. Prioritising pedestrians and cyclists mean creating routes that are safe, direct, convenient and accessible for people of all abilities.'*

4.13 Policy M3 considers 'Well-considered parking, servicing and utilities infrastructure for all users'. Paragraphs 84 to 88 are set out below:

a) *'Parking standards are set locally and vary in response to local conditions. How parking is arranged has a fundamental effect on the quality of a place or development.*

b) *Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.*

c) *Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.*

d) *Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter.*

e) *Access for servicing is also well integrated into developments, including for refuse collection, deliveries and removals. Bin stores are carefully integrated so that bins are not visible from the street.'*

National Model Design Code

4.14 The National Model Design Code (NMDC) reiterates the policies in the National Design Guide and provides more detail.

4.15 Relating to Policy M1, the NMDC states that: the '*circulatory system of any settlement and its design will determine how easy and safe it is to get around for all and how it links destinations to public transport.'*

4.16 Further considering Policy M1 and public transport, paragraph 26 states: *'The distances that people are prepared to walk from their dwelling to reach public transport are determined by the nature and quality of the public transport service, how attractive and safe the walk feels, and the total length of their journey. Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) than to a bus stop (5 minutes)'.*

4.17 Relating to Policy M2 the NMDC states that: 'in designing streets, the needs of pedestrians and cyclists should be considered first, then public transport, service and emergency vehicles and only then motor vehicles'. It goes on to state that the design of road layouts *'should reflect the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.'*

4.18 Developments should support *'continuous, clear, relatively direct and attractive walking and cycling routes'*.

4.19 Street design should consider *'minimum footway widths, placement of street furniture, frequency and type of crossing points, parking and public spaces'*. It also states that *'Formal crossing facilities may be … particularly appropriate on primary streets and high streets.'*

4.20 Considering Policy M3 further the NMDC considers the following:

4.21 Paragraph 44 states: *'Well-considered parking is convenient, safe and attractive to use. It is also well integrated into streets, blocks and plots, takes account of access to electric charging points and does not dominate the local environment.'*

4.22 Cycle parking provision details are set out at paragraph 51 and 52 stating: '*A design code may also define the appropriate locations and forms for cycle parking, in close proximity to homes and buildings, both for building occupants and for visitors. Cycle parking for occupants must be secure if people are to use it. It also needs to be under cover to avoid problems with bad weather.'*

4.23 Paragraph 56 states that: '*The road network needs to take account of access for refuse collection and emergency vehicles.'*

Regional Transport Policy

The London Plan (2021)

4.24 The London Plan identifies six core 'good growth' statements and states the following with regards to transport:

'GG2 Making the best use of land – Point G: plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions.'

4.25 Policy T4 considers the assessment and mitigation of development on the transport network and provides the following advice:

B. 'When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.'

4.26 Policy T4 goes on to state that the biggest issues for transport are the lack of physical activity, air quality, road danger, as well as noise, and severance.

4.27 Policy T5 considers cycling provision. It highlights the desire to improve cycling infrastructure in London, particularly with regards to the range and quality of routes available, as well as the provision of quality cycle parking.

4.28 Part D of Policy T5 acknowledges the challenges of providing visitor cycle parking off the public highway for some developments and identifies that *'the borough should work with stakeholders to identify an appropriate on-street location for the required provision'*. It also states that in town centres, adding the required provision to general town centre cycle parking is also acceptable.

4.29 Table 10.2 of the London Plan sets out the cycle parking requirements for the new developments in London.

4.30 The standards that are relevant to the proposed development are as follows.

Table 4.1: Cycle Parking Standards – London Plan

Use Class	Minimum Cycle Parking	
	Long Stay (e.g. for employees)	**Short Stay (e.g. for visitors or customers)**
A1 (Food) Retail above 100 sqm	1 space per 175 sqm gross external area (GEA)	First 750 sqm: 1 space per 20sqm; thereafter: 1 space per 150 sqm (GEA)
A1 (Non-Food) Retail above 100 sqm	First 1,000 sqm: 1 space per 250 sqm (GEA); thereafter: 1 space per 1,000 sqm (GEA)	First 1,000 sqm: 1 space per 60 sqm (GEA); thereafter 1 space per 500 sqm (GEA) thereafter
A2 - A5 Financial / professional services; cafés & restaurants; drinking establishments; take-aways above 100 sqm	1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)
B1 Business Offices	1 space per 75 sqm (GEA)	First 5,000 sqm: 1 space per 500 sqm (GEA); thereafter 1 space per 5,000 sqm (GEA)
B1 Research and Development	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)
D1 Outpatient / Health Centre	1 space per 5 Full Time Equivalent (FTE) staff	1 space per 3 FTE staff
D1 Community Use / Community Centre	1 space per 8 FTE staff	1 spare per 100 sqm (GEA)

4.31 With regard to car parking, Policy T6 of the London Plan states in Part A that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

4.32 Part B states:

'Car-free development has no general parking but should still provide disabled persons parking in line with Part E of the policy.'

4.33 Part E states:

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

4.34 Part A of Policy T6.5 states:

'Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.'

4.35 Table 10.6 and paragraph 10.6.23 of the London Plan shows that the disabled persons parking standards for workplace, retail and medical and heath facilities are based on a percentage of the total number of parking bays.

4.36 Given the proposed development is car-free, the requirements under Part A of Policy T6.5 (set out above) are considered relevant.

4.37 With regard to deliveries, servicing and construction Policy T7 Part G states:

'Development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.'

4.38 In accordance with the above policy framework, the planning application submission is supported by a Delivery and Servicing Plan and a Construction Environment Management Plan will be submitted to LBS for approval prior to commencement of development as highlighted later in this report.

Mayor's Transport Strategy

4.39 The Mayor's Transport Strategy (MTS) is a statutory document that was published in March 2018. The document identifies the challenges created by the nature and format of London when making improvements to travel around the city. It then sets out a clear vision for transport in London until 2041.

4.40 The MTS goes on to consider the development of healthy streets, an improved transport experience, and growth in London. Finally, the MTS provides further information on how its vision is to be achieved.

4.41 The MTS's vision *'is to create a future London that is not only home to more people, but is a better place for all of those people to live in'*. The Healthy Streets approach targets *'reducing car dependency and increasing active, efficient and sustainable travel'*.

4.42 Policy 10 considers the transport experience and states; '*The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car'*.

4.43 The MTS goes on to explain how transport infrastructure can generate 'Good Growth' through:

- *'Shaping the type of growth in London, using transport services to create high-density, mixed-use places where people can walk and cycle to local amenities, and use public transport for longer trips; and*
- *Shaping the city, using transport to support and direct Good Growth, so the potential for new jobs and homes in underdeveloped parts of the city can be unlocked'*.

4.44 The MTS vision will be achieved through:

I. 'Ensuring changing technology contributes positively to the aims of the strategy;

II. Working in collaboration with TfL, boroughs, Government, rail and others, and funding transport improvements through more efficient and fairer means; and

III. Monitoring and reporting to ensure delivery is on track.'

Local Transport Policy

New Southwark Plan

4.45 A new Local Plan is in the process of being prepared by LBS. Upon adoption, this will replace the saved Southwark Plan policies and Core Strategy. The Examination in Public hearing sessions for the New Southwark Plan ended in April 2021. Most recently LBS consulted on the Main Modifications to the New Southwark Plan between August and September 2021. It is anticipated that the Inspectors Report will be issued in Autumn 2021 and the Cabinet and Council Assembly will consider the new Local Plan for adoption at or around the end of 2021.

4.46 Though not yet adopted, details of the strategic and development management policies in the latest version of the New Southwark Plan that are considered relevant to the proposed development are highlighted below.

4.47 Emerging Policy P48 requires development to:

1) "Demonstrate that the public transport network has sufficient capacity to support any increase in the number of journeys by the users of the development, taking into account the cumulative impact of local existing and permitted development; and

2) Improve accessibility to public transport by creating and improving walking and cycling connections to public transport stops or stations; and

3) Improve, maintain and enhance public tranasport services."

4.48 Emerging Policy P49 sets out how new developments must assess and mitigate their impacts upon the highway and stipulates that development must:

1) "Minimise the demand for private car journeys; and

2) Demonstrate that the road network has sufficient capacity to support any increase in the number of the journeys by the users of the development, taking into account the cumulative impact of adjoining or nearby development; and

3) *Ensure safe and efficient operation of the local road network, the bus network and the Transport for London Road Network; and*

4) *Ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys; and*

5) *Incorporate delivery and servicing within large development sites and not on the public highway; and*

6) *Demonstrate how the construction phase of the development that needs to use the public highway can be safely accomplished, and how vehicular movements will be minimised and strictly controlled to reduce danger to vulnerable road users."*

4.49 Emerging Policy P50 sets out the requirements of new developments with respect to walking and considering the associated impact that could be created whereby development must:

1) *"Enhance the borough's walking networks by providing footways, routes and public realm that enable access through development site and adjoining areas;*

2) *Ensure routes and access are safe and designed to be inclusive and meet the needs of all pedestrians, with particular emphasis on disabled people and the mobility impaired. Street furniture must be located to allow the movement of pushchairs, wheelchairs and mobility scooters; and*

3) *Ensure that disruption of walking routes during construction is minimised and any diversions are convenient and clearly signposted; and*

4) *Enhance strategic networks such as the Green Chain walking route, and support new and existing green links across the borough and sub-regionally."*

4.50 With respect to cycling, emerging Policy P52 sets out a number of criteria which development must adhere to and states that development must:

1) *"Ensure the delivery of the Southwark Spine cycle route and our wider cycling route network. All sites on or adjacent to the network must support and integrate into the network;*

2) *Provide cycle parking for building users and visitors in accordance with Tables 9 and 10;*

3) *Provide cycle parking that is secure, weatherproof, conveniently located, well lit and accessible;*

4) *Provide cycle parking that includes an adequate element of parking suitable for accessible bicycles and tricycles; and*

5) *For commercial uses, provide associated showers and changing facilities that are proportionate to the number of cycle parking spaces provided;*

6) *Contribute toward the provision of cycle hire schemes and docking stations where applicable. Financial contributions will be required from major developments that area commensurate to the size and scale of the proposal. This may also include providing space within the development for the expansion of the cycle hire scheme; and*

7) *Provide a free two year cycle hire fob per dwelling where a docking station is located within 400m of the Proposed Development".*

4.51 As highlighted later in this report, the proposed development is car-free (except for disabled parking) and provides significant benefits relating to the pedestrian and cycle environments, adhering to the policies set out above.

4.52 In addition, the proposals have been developed with a comprehensive approach to minimising the impacts of the development, such as servicing, whilst promoting sustainable development in compliance with local policy guidance.

Saved Southwark Plan Policies (2007)

4.53 The Saved Southwark Plan Policies, published in April 2013, contains policies from the Southwark Plan (2007) which have been saved.

4.54 The majority of original policies have been replaced by Core Strategy policies. However, the relevant retained policies are considered to be as follows.

4.55 Policy 5.1 indicates that *'Major developments generating a significant number of trips should be located near transport nodes…in order to reduce travel by car'*. The proposed site location accords with this policy, being within convenient walking distance of London Bridge underground and rail stations.

4.56 Policy 5.2 states that '*Planning permission will be granted for development unless:*

- *There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and / or*

- *Adequate provision has not been made for servicing, circulation and access to, from and through the site; and / or*
- *Consideration has not been given to impacts of development on the Bus Priority Network and the Transport for London Road Network.'*

4.57 Regarding walking and cycling, Policy 5.3 states *'Planning permission will be granted for development provided:*

I. There is adequate provision for pedestrians and cyclists within the development, and where practicable within the surrounding area; and/or

II. There is good design, location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on disabled people and the mobility impaired; and/or

III. The development creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes (including the Jubilee Walkway and the Thames Path); and

IV. There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Tables 15.3 and 15.4 in Appendix 15.'

4.58 In accordance with Policy 5.4 the proposal will not prejudice the following schemes:

I. 'Cross River Transit Tram Proposal, (London Tram) from Camden to Peckham to Waterloo via Elephant and Castle [1];

II. East London Line extension to Peckham, Dulwich and beyond;

III. New rail station at Camberwell;

IV. Thameslink 2000;

V. Expansion of London Bridge Station;

VI. Redevelopment of Elephant & Castle Station; and

VII. The Bus Priority Network.

4.59 Finally, Policy 5.6 seeks to minimise car parking as *'Too many cars cause problems with congestion and pollution, increasing travel times and expense as well as causing health problems.*

With fewer car parking spaces available people will seek alternative modes of transport to the private car, subsequently reducing congestion and pollution.'

4.60 The proposed car free scheme therefore accords with this policy.

Southwark Core Strategy (2011)

4.61 The Southwark Core Strategy, published in April 2011, sets out the long term vision, spatial strategy and strategic policies with an implementation plan up until 2026. It makes up the Southwark Local Plan, along with the Saved Policies from the 2007 Local Plan.

4.62 Strategic Policy 2 'Sustainable transport' states that:

'We will encourage walking, cycling and the use of public transport than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.'

4.63 Southwark seek to achieve this by:

I. Planning places and development with priority for walking and cycling, whilst maximising the use of public transport and minimising car use.

II. Directing large developments to areas that are very accessible by walking, cycling and public transport.

III. Safeguarding land for planned public transport improvements and where the need arises in the future.

IV. Improving access to mixed use town and local centres.

V. Encouraging use of the River Thames for transport and improving links between Southwark and north of the river.

VI. Requiring a transport assessment with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible.

5 DEVELOPMENT PROPOSAL

Quantum of Development

5.1 The 2021 proposed development is described as follows:

Redevelopment of the site to include the demolition of existing buildings, retention and refurbishment of the warehouse and the erection of a ground, mezzanine and 18 storey building (with plant at roof) and 3 basement levels, comprising of café and community space within the warehouse and within the new building office, flexible medical and research and development, and flexible retail and affordable workspace, alongside cycle and disabled car parking, servicing, refuse and plant areas, public garden (including soft and hard landscaping), highway improvements and all other associated works.

5.2 For the purposes of the assessments carried out in this report, the floor areas for each use for each development option are assumed to be as follows:

Table 5.1: Development Options - Floor Area Assumptions

OPTION 1 – Medical (D1) Scenario			**OPTION 2 – Research and Development (B1(b)) Scenario**		
Use	**GEA sqm**	**NIA sqm**	**Use**	**GEA sqm**	**NIA sqm**
B1(a) Offices / Affordable Workspace (AWS)	16,164	8,921	B1(a) Offices / Affordable Workspace (AWS)	15,942	8,920
D1 Outpatient Facility	16,963	9,832	B1(b) Research and Development	17,159	10,158
Retail / Restaurant	812	566	Retail / Restaurant	840	594
D1 Community Centre	253	180	D1 Community Centre	249	180
TOTAL	**34,192**	**19,499**	**TOTAL**	**34,190**	**19,852**

5.3 For robustness, the proposed mechanical space has been apportioned to each of the proposed land uses according to the relative floor areas to produce the estimates of gross external floor areas above.

Public Benefits

5.4 The 2021 proposed development includes a significant number of public benefits including the following:

- The comprehensive delivery of a high quality mixed use development on brownfield land which is currently under-utilised for employment, and in a highly sustainable location, consistent with the draft allocation in the emerging Local Plan;
- The delivery of a significant amount of high quality / modern commercial office floorspace;
- The provision of significant amount of high quality space for medical and / or research and development uses;
- The provision of affordable, flexible workspace that could cater for SMEs and businesses within the local proximity;
- The delivery of a mix of active retail uses at street level along this part of St Thomas Street, enhancing the vitality of the area through the creation of new active frontage;
- The removal of the existing vehicle access from St Thomas Street to Vinegar Yard and the reinstatement of the footway / public realm thereby improving the pedestrian environment along the St Thomas Street frontage;
- The creation of a new high quality public garden;
- The delivery of significant landscaping and public realm enhancements;
- Contributions towards sustainable transport modes through the provision of long stay and short stay cycle parking facilities; and,
- The creation of new buildings which are sustainable in energy and sustainability terms.

5.5 The Architect's latest ground floor and basement site layout plans presented at **Appendix G** include further details.

Proposed Road Closure / Stopping Up

5.6 Vinegar Yard forms part of the adopted public highway and is publicly maintained by LBS.

5.7 In order to enable the development proposals to be carried out and to facilitiate the implementation of the public realm and pedestrian environment enhancements outlined

above and described elsewhere in this report it will be necessary to close / stop up the northern part of Vinegar Yard. The area of existing adopted highway that is proposed to be stopped up is shown for illustrative purposes only on the indicative stopping up plan included in **Appendix H**.

5.8 It is proposed that the southern section of Vinegar Yard will remain as adopted highway and will connect to Snowsfields via a permissive route and new vehicle crossover / access.

5.9 The proposed permissive route between Snowsfields and the southern section of Vinegar Yard will ensure that any existing access requirements along the southern section of Vinegar Yard, for example from the rear of the nearby Horseshoe Inn, are retained.

5.10 The areas of permissive route are shown for information on the illustrative stopping up plan referred to above (see Appendix H).

5.11 The northern section of Vinegar Yard will become private land but open to the public to access the proposed development and surrounding public realm and the links beyond.

Pedestrian Access

5.12 The main pedestrian access points will be along the St Thomas Street, Fenning Street and Vinegar Yard site frontages.

Car Parking

5.13 With regard to policies for sustainable development, and in accordance with discussions that have taken place with LBS and TfL, no car parking is proposed within the curtilage of the site.

5.14 In addition, and as discussed and agreed with LBS, the Applicant confirms that it is willing to provide a suitable financial contribution to facilitate the conversion of the existing on-street parking bays on Snowsfields and / or Melior Place to provide two blue-badge holder bays (as agreed as being a suitable location following comments made on the original application). The proposed potential locations for the two blue-badge bays are shown on the plan included in **Appendix I**.

Cycle Parking

5.15 In order to estimate the cycle parking requirements for the two development options based on London Plan 2021 standards, reference has been made to the floor area assumptions summarised earlier in this report and the assumption that no more than 350 FTE staff will be within the proposed medical facility at any one time.

5.16 The medical facility staff number assumption above is also based on the following:

- Advice received from Guys and St Thomas' NHS Foundation Trust.
- The outpatient facility in TRICS that has been used to assess the trip generation and delivery and servicing demand for the space later in this report was surveyed when there were 210 members of staff on site (according to the TRICS report which is referred to later in this report).
- The floor area for the outpatient facility at the time of the survey for the site in TRICS was 10,400sqm, according to the TRICS output referred to above. This is equivalent to circa 1 member of staff per 50sqm of floor space.
- Applying the above staff occupancy ratio to the proposed floor area for the outpatient space (16,963sqm GEA) produces an estimated staffing occupancy of circa 340. Therefore, assuming a staff occupancy of 350, for the purposes of the assessments contained within this report, is robust.

5.17 The cycle parking requirements for the two development options with reference to the London Plan standards are set out in the two tables below.

Table 5.2: OPTION 1 - London Plan Cycle Parking Requirements						
Use	**Unit**	**London Plan 2021 Standards**		**Requirements**		**TOTAL**
		Long-Stay	**Short-Stay**	**Long-Stay**	**Short-Stay**	
B1(a) Offices / AWS	16,164sqm GEA	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm; thereafter: 1 space per 5,000sqm	216	12	**228**
D1 Outpatient / Health Centre	350 Staff (16,963sqm GEA)	1 space per 5 FTE staff	1 space per 3 FTE staff	70	117	**187**
A1, A2-A5 Retail / Restaurant	812sqm GEA	1 space per 175sqm	1 space per 20sqm	5	41	**46**
D1 Community Use	253sqm GEA	1 space per 8 FTE staff	1 space per 100sqm	1	3	**4**
TOTAL				**292**	**173**	**465**

Table 5.3: OPTION 2 - London Plan Cycle Parking Requirements						
Use	**Unit**	**London Plan 2021 Standards**		**Requirements**		**TOTAL**
		Long-Stay	**Short-Stay**	**Long-Stay**	**Short-Stay**	
B1(a) Offices / AWS	15,942sqm GEA	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm; thereafter: 1 space per 5,000sqm	213	12	**225**
B1(b) Research and Development	17,159sqm GEA	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)	69	17	**86**
A1, A2-A5 Retail / Restaurant	840sqm GEA	1 space per 175sqm	1 space per 20sqm	5	42	**47**
D1 Community Use	249sqm GEA	1 space per 8 FTE staff	1 space per 100sqm	1	2	**3**
TOTAL				**288**	**73**	**361**

5.18 The requirements for the retail / restaurant space set out above have been based on the London Plan retail standards that generate the highest number of cycle parking spaces (i.e., the standards for Use Classes A2 to A5).

5.19 With regard to the community centre, given its scale, it is assumed there will be a maximum of 8 FTE staff on site within this space at any one time which generates a requirement for 1 long-stay cycle parking space.

5.20 The tables above show that Option 1 generates a cycle parking requirement of 465 spaces (292 long-stay spaces and 173 short-stay spaces) while Option 2 generates a cycle parking requirement of 361 spaces (288 long-stay spaces and 73 short-stay spaces).

5.21 Given the above, it is proposed that 292 long-stay spaces and 173 short-stay spaces (465 spaces in total) will be provided for both development options.

5.22 The proposed cycle parking provisions are therefore in accordance with London Plan standards for Option 1 and in excess of the London Plan standards for Option 2. Given the standards are minimum requirements, the proposals are in accordance with local policy requirements.

5.23 The proposed cycle parking provisions are described in detail within the Design and Access Statement (DAS) that accompanies the updated scheme submission. The proposed cycle parking numbers by cycle parking type are summarised below for ease of reference.

Table 5.4: Proposed Cycle Parking Provisions by Parking Type				
Type	**Total**	**%**	**Long Stay**	**Short Stay**
Automatic Underground Cycle Storage System	204	43.9%	82	122
Sheffield Outside	44	9.5%	0	44
Accessible Sheffield Stands Outside	20	4.3%	13	7
Accessible Scooter	3	0.6%	3	0
Double Stacking System	148	31.9%	150	0
Brompton Lockers	46	9.9%	46	0
TOTAL	**465**	**100.0%**	**292**	**173**

5.24 The proposals include providing 44% of all spaces in an automatic underground cycle storage system. Key points to note of the system:

- Servicing and maintenance is undertaken on a preventative regime with an exceptionally low incident rate based on usage in Japan where automatic cycle solutions are popular. As an example, Apex Lifts are the manufacturers and service providers of the Ecocycle system and can offer 24/7 off-site management and monitoring of the system. Should an incident occur where the system is out of order, this will be recognised by Apex Lifts automatically and swiftly resolved to be able to repair the system quickly with the shortest possible outage time (normally the same day). Further information is available on the Apex Lifts website.
- The store is available to users 24/7, with no risk to parking overnight
- The average retrieval time is only 13 seconds, ranging from 8 to 17 seconds – comparable to the time taken to lock a bike at a conventional stand
- Traditional parking can appear full even if there is surplus capacity which deters usage. Users are able to clearly and swiftly determine the number of spaces available
- For large cycle stores it can be difficult to locate cycles or remember where yours is parked. This is not an issue with an automated solution
- The store enables users to leave possessions (including helmets) attached to the bike and therefore removes the hassle of carrying cumbersome kit with users
- Users don't have to negotiate doors, lifts or ramps with their bikes
- Theft of bikes is a deterrent for cycling and the automated store provides a significantly superior level of security. For example, Ecocycle has had zero thefts in Japan in 20 years. When a bike is stolen, the DfT report there is a 22% chance that person will stop cycling, and, as such, a superior level of security is a material benefit to ensuring people remain cyclists and are not deterred from doing so.

5.25 The remaining number of long stay cycle spaces will be located at basement level with access provided via a lift and steps with wheeling ramp. The lift only provides access from the ground floor to the basement and while a shared facility will be time managed to allow use only by

bicycles at peak times (i.e. in the traditional office arrival and departure peak hours or as required / appropriate). The wheeling ramp has also been carefully designed and follows the recommendations provided in the Cambridge Cycle Design Guide.

5.26 The cycle parking spaces are illustrated in the Architect's proposed site layout plans referred to earlier in this report.

5.27 The proposed development incorporates lockers and showers that can be used by cyclists accessing the proposed development.

Framework Employee Travel Plan

5.28 A Travel Plan will be implemented at the proposed development should planning permission be granted. The final Travel Plan will be based on the Framework Employee Travel Plan included in **Appendix J**.

5.29 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage travel to and from the site by non-car modes with a particular focus on active modes (walking and cycling).

5.30 The initiatives and measures that form part of the Travel Plan are a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as Travel Information Packs, identifying cycle training courses, and providing information on public transport services, walking and cycling routes.

5.31 It is expected that the final Travel Plan will be secured via a suitably worded condition of the planning permission.

Deliveries and Servicing

Delivery and Servicing Management Plan

5.32 In light of the need to ensure that deliveries and servicing activities (including refuse collection) are carried out efficiently and do not create any adverse impact on the adjacent highway network or public realm, the Applicant confirms that it is willing to accept a suitably worded condition to set up and implement a Delivery and Servicing Management Plan (DSMP) for all elements of the scheme. A Draft DSMP is attached at **Appendix K**.

5.33 The DSMP will manage deliveries and servicing to the site in order to ensure the successful operation of the servicing arrangements (including refuse storage and collection arrangements) for all elements of the scheme. Effective management will ensure that the potential for vehicle / pedestrian conflicts is minimised and that the proposal will have a minimum impact on the operation of the surrounding highway network and the amenity of local residents and businesses.

5.34 The DSMP will include details relating to:

- Loading / Unloading / Servicing Area Location;
- Anticipated Frequency of Servicing Movements;
- Types of Service Vehicles;
- Vehicle Routeing;
- Management;
- Monitoring and Review; and,
- Highway Safety.

5.35 Further details relating to the potential number of delivery and servicing events / vehicle trips are provided later in this report.

Proposed Delivery and Servicing Arrangements

5.36 Servicing will be via an on-site / off-street loading / unloading area served by the re-routed Vinegar Yard accessed from a new access off Snowfields.

5.37 Servicing is anticipated to be commercially procured, with organised arrival times and managed loading / unloading arrangements. The development will operate with off-site consolidation to reduce the number of deliveries to the site.

5.38 As demonstrated by the track diagrams included in **Appendix L**, the proposed vehicle access arrangements will be able to accommodate the turning requirements for a 3.5 Tonne panel / transit van and that space will be provided within the proposed on-site / off-street loading area for two vehicles to load / unload at the same time.

5.39 In addition, adequate forward visibility / unobstructed sight lines will be provided along the route, where required, to ensure any oncoming vehicles can undertake any passing manouvres safely, if necessary.

On-Site Delivery Arrangements

5.40 Deliveries will arrive at the loading area at an appointed time, be received by building management staff, and be taken in the shuttle lift to the basement. At basement level the goods will be transferred to the main goods lifts and transported to the prescribed upper levels.

Delivery and Service Vehicle Access Route

5.41 Given the traffic management arrangements surrounding the site it is anticipated that all delivery and servicing vehicles will be driven towards the site via the junction of St Thomas Street and Bermondsey Street located to the north east of the site. Vehicles will then be driven onto Snowsfields before being driven towards the proposed on-site loading area.

5.42 After the vehicles have been loaded / unloaded they will be driven back towards Snowsfields before turning right / south onto Snowsfields in accordance with the one-way arrangements on Snowsfields.

Proposed Highway Modifications

5.43 Minor modifications are proposed to Snowsfields adjacent to the proposed service vehicle access to improve access for delivery and servicing vehicles.

5.44 The proposed amendments are illustrated in the track diagrams referred to above. It is considered that the proposed works to the public highway could be undertaken in conjunction with the works proposed to the Snowsfields site frontage.

5.45 The works within the public highway, which will be subject to detailed design and consultation with the local planning and highway authorities, will be secured via a suitable legal agreement (e.g. Section 278 Agreement) with LBS / local highway authority. The detailed design of the works will be agreed in consultation with LBS / local highway authority prior to the highway works taking place.

6 EFFECTS OF DEVELOPMENT PROPOSAL

6.1 This section of the report considers the potential traffic / transport effects of the updated scheme, in particular, in relation to the following:

- Multi-modal trip generation;
- Effect on public transport;
- Effect on the pedestrian network;
- Effect on the cycling network;
- Effect on highway network; and
- Servicing, deliveries and refuse collection.

6.2 The potential effects associated with both Option 1 and Option 2 have been assessed for completeness.

6.3 For the purposes of the trip generation assessments carried out within this report, the floor areas that have been assessed for each use as being proposed for both development options are summarised earlier in this report and again, for ease, in **Table 6.1** below. As highlighted earlier in this report, the proposed mechanical space has been apportioned to each of the proposed land uses according to the relative floor areas to ensure the assessments included in this report are robust.

Table 6.1: TRANSPORT ASSESSMENT Floor Area Assumptions

OPTION 1			OPTION 2		
Use	**GEA sqm**	**NIA sqm**	**Use**	**GEA sqm**	**NIA sqm**
Offices / AWS	16,164	8,921	Offices / AWS	15,942	8,920
Outpatient Facility	16,963	9,832	R&D	17,159	10,158
Retail / Restaurant	812	566	Retail / Restaurant	840	594
Community Centre	253	180	Community Centre	249	180
TOTAL	**34,192**	**19,499**	**TOTAL**	**34,190**	**19,852**

Multi-Modal Trip Generation

6.4 The trip generation by each mode of transport to and from the proposed development has been estimated throughout a typical weekday.

6.5 In accordance with the Transport Assessment that was submitted in December 2020 in support of the December 2020 scheme, the person trip rates and modal split percentages have been based upon available data (including trip rates included in the TRICS database and latest available Census data) taking into account the characteristics of the site such as its location, public transport provision and on-site and off-site parking availability.

6.6 Where appropriate, the same modal split assumptions as those used in the Transport Assessment referred to above have been used during the production of this note. In addition, the data that has been included or referred to in the two recently submitted transport notes (regarding delivery and servicing demand and cycle parking) has been used to inform the assessments contained within this note, for consistency.

Option 1 Trip Generation

6.7 In order to estimate the potential person trip generation for the land uses proposed as part of Option 1, reference has been made to the following information:

- For the proposed office space and affordable workspace reference has been made to trip rates contained within the TRICS database for office developments located in Greater London. The TRICS report is included in **Appendix M** for ease of reference.
- In terms of the outpatient space, the survey data contained within the TRICS database for the hospital on Finchley Road in Barnet has been used. The trip rates for this site are included in the TRICS report included in **Appendix N**.
- With regard to the proposed retail / restaurant space, reference has been made to trip rate data contained within the TRICS database category 'Shopping Centre - Local Shops'. Given that there is limited trip rate information for sites in Greater London, reference has been made to person trip rate data for sites in England. The TRICS report is included in **Appendix O** for ease of reference.
- In terms of the proposed community use, reference has been made to trip rate data contained within the TRICS database category 'Leisure – Community Centre'. There is

limited / no trip rate data for community centre type uses in Greater London and therefore information for sites in England have been used. The TRICS report is included in **Appendix P**.

6.8 With regard to the potential person trip generation associated with the proposed outpatient space, it is considered reasonable and appropriate to refer to the person trip rates for the existing outpatient facility in Barnet contained within TRICS for the following main reasons:

6.9 The outpatient facility in Barnet includes a walk-in centre, x-ray, ultrasound, and audiology / ENT facilities, outpatient / therapies and a pharmacy. Furthermore, the facility in Barnet did not incorporate any inpatient facilities at the time of the surveys. The range of uses that were carried out at the Barnet facility at the time of the surveys are considered reasonably comparable to those that could be carried out at the proposed outpatient space.

6.10 As highlighted earlier in this report, at the time of the surveys there were circa 210 members of staff on site at the facility in Barnet. This corresponds with a staffing occupancy of circa 1 staff member per 50sqm of floor space. Against this background, it is estimated that there could be up to around 350 members of staff at the proposed facility at any one time, which accords with advice received from the NHS Trust.

6.11 In order to ensure a robust assessment is carried out, the person trip rates derived from the facility in Barnet have been increased by 50%.

6.12 The significant majority of trips, if not all trips, to the proposed retail / restaurant space will likely be 'linked' (e.g. someone going to or from a place of work either on-site or off-site) or 'pass-by' (e.g., someone walking past the site). However, in order to be robust, it is assumed the proportion of 'new' trips to the proposed retail / restaurant space will be circa 10%.

6.13 There will also likely be a proportion of 'linked' and / or 'pass-by' trips associated with the proposed community centre. However, for the purposes of the assessments contained within this report, it is assumed the proportion of 'linked' / 'pass-by' trips to the proposed community centre will be negligible.

6.14 The corresponding 'new' person trip rates for the uses that form part of Option 1 are summarised in the table below.

Table 6.2: OPTION 1 – Person Trip Rates ('New') (Trip Rates per 100sqm GEA)

Land Use	AM Peak Hour			PM Peak Hour			AADT[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
Offices / AWS	2.203	0.137	2.340	0.202	2.024	2.226	7.346	7.188	14.534
Outpatient Facility[2]	1.832	0.923	2.754	0.476	1.197	1.673	19.200	19.200	38.399
Retail / Restaurant[3]	1.703	1.737	3.440	1.445	1.631	3.076	22.854	22.839	45.963
Community Centre	1.541	0.158	1.699	3.025	1.490	4.515	20.375	20.475	40.850

Notes: 1) AADT figures above have been derived based on the anticipated number of days the facility will be open / operational. 2) The outpatient facility trip rates above include a 50% uplift over the TRICS data (as highlighter earlier in this report). 3) The retail / restaurant trip rates above are 'new' trips only and therefore include a 90% reduction over the TRICS data (as set out earlier in this report).

6.15 The AADT trip rates set out in the table above have been derived from the TRICS outputs referred to earlier in this report and assuming the office space will be open / operational Mondays to Fridays, the outpatient facility will be operational Mondays to Saturdays and the retail / restaurant and community centre will be operational Mondays to Sundays. The operational days for the outpatient space is in accordance with the NHS Trust's potential requirements.

6.16 **Table 6.3** below provides a summary of the person trip generation for Option 1 based on the floor areas for each use and the trip rates set out above.

Table 6.3: OPTION 1 – Person Trip Generation ('New' Trips)									
Land Use	**AM Peak Hour**			**PM Peak Hour**			**AADT**		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Offices / AWS	356	22	378	33	327	360	1187	1162	2349
Outpatient Facility	311	156	467	81	203	284	3257	3257	6514
Retail / Restaurant	14	14	28	12	13	25	186	185	371
Community Centre	4	0	4	8	4	12	51	52	103
TOTAL	**685**	**192**	**877**	**134**	**547**	**681**	**4681**	**4656**	**9337**

6.17 The resulting hourly person trip generation estimates for the proposed outpatient space for a typical day when the facility is operational / open are set out in the table included in **Appendix Q**. Based on this, the proposed outpatient space will generate around 7,600 trips per day (circa 3,800 inbound trips and circa 3,800 outbound trips) when the facility is open / operational (between the hours of 07:00 and 21:00) which is considered reasonable / robust based on information provided by the NHS Trust. With reference to the table included in Appendix Q, the annual average daily number of trips is around 6,500 trips per day, on average, (comprising circa 3,250 inbound trips per day, on average, and 3,250 outbound trips per day, on average).

6.18 The modal split assumptions for each use, set out in the table below, are the same as those that were assumed for the previously submitted Transport Assessment (dated December 2020).

Table 6.4: OPTION 1 – Modal Split Assumptions				
Mode	**Offices / Affordable Workspace**	**Outpatient Facility**	**Retail / Restaurant**	**Community Centre**
Underground	25.5%	25.0%	30.0%	30.0%
Train	45.5%	25.0%	10.0%	10.0%
Bus	12.0%	10.0%	14.0%	14.0%
Taxi / Drop Off & Collection	0.2%	2.0%	0.3%	0.3%
M/cycle	0.3%	0.0%	0.0%	0.0%
Car Driver	0.0%	0.0%	0.0%	0.0%
Car Passenger	0.0%	0.0%	0.0%	0.0%
Cycle	7.5%	8.0%	5.7%	5.7%
Walk / Foot	9.0%	30.0%	40.0%	40.0%

6.19 The corresponding trip generation for each use is summarised in the table below.

Table 6.5: OPTION 1 – Multi-Modal Trip Generation Estimates									
Mode	**AM Peak Hour**			**PM Peak Hour**			**AADT**		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	174	49	223	34	139	173	1188	1182	2370
Train	241	51	292	37	201	238	1378	1367	2745
Bus	76	20	96	15	62	77	501	498	999
Taxi / Drop Off & Collection	7	3	10	2	5	7	68	68	136
M/cycle	1	0	1	0	1	1	4	3	7
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Cycle	53	15	68	10	42	52	363	361	724
Walk / Foot	132	55	187	35	97	132	1179	1177	2356
TOTAL	**684**	**193**	**877**	**133**	**547**	**680**	**4681**	**4656**	**9337**

6.20 The above assessments indicate that Option 1 has the potential to generate an additional 877 trips per hour during the morning peak period and an additional 680 trips per hour during the

evening peak period. On average, Option 1 has the potential to generate an additional 9,337 person trips per day.

6.21 The above trip generation estimates are assessed in detail later in this report.

Option 2 Trip Generation

6.22 The potential person trip generation associated with the land uses proposed as part of Option 2 have been derived with reference to the following information:

- The person trip generation for the proposed office and affordable workspace has been estimates using the TRICS data for offices contained withing Appendix M (referred to earlier).
- With regard to the potential research and development space, reference has been made to relevant staff and student trip information contained within the Transport Assessment that supported the approved medical research and development facility at 256 Gray's Inn Road, London Borough of Camden (London Borough of Camden planning reference 2019/2879/P). This report was referred to for the assessments carried out in the December 2020 Transport Assessment. The trip rate data for the approved medical research and development facility at 256 Gray's Inn Road is summarised in the tables contained within **Appendix R**. It is important to note that the trip rates contained within Appendix R are the number of trips per 100sqm Net Internal Area (NIA).
- With regard to the proposed retail / restaurant space, reference has been made to the trip rates contained within the relevant TRICS report referred to earlier in this report (see Appendix O).
- In terms of the proposed community use for Option 2, the 'community centre' trip rates referred to earlier in this report (see Appendix P) have been used.

6.23 The same assumptions regarding 'linked' trip and 'pass-by' trips set out earlier in this report have been used to estimate the trip generation associated with Option 2, where relevant and applicable.

6.24 In terms of the proposed research and development space, the trip rates associated with this space have been derived from the Transport Assessment that supported the approved medical research facility at 256 Gray's Inn Road, London Borough of Camden (London Borough of Camden planning reference 2019/2879/P).

6.25 A copy of this Transport Assessment can be accessed via London Borough of Camden's online planning pages using the following link (https://www.camden.gov.uk/search-for-planning-applications).

6.26 Based on information received from the NHS Trust, the research and development staff and student trip rates have been adjusted to reflect the anticipated staff and student numbers that will occupy the space.

6.27 The corresponding 'new' person trip rates for the uses that form part of Option 2 are summarised in the table below.

Table 6.6: OPTION 2 – Person Trip Rates ('New') (Trip Rates per 100sqm GEA)

Land Use	AM Peak Hour			PM Peak Hour			AADT[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
Offices / AWS	2.203	0.137	2.340	0.202	2.024	2.226	7.346	7.188	14.534
R&D Staff[2]	0.519	0.000	0.519	0.017	0.248	0.265	1.948	1.953	3.901
R&D Students[3]	0.288	0.058	0.346	0.000	0.058	0.058	0.890	0.939	1.829
Retail / Restaurant[4]	1.703	1.737	3.440	1.445	1.631	3.076	22.854	22.839	45.963
Community Centre	1.541	0.158	1.699	3.025	1.490	4.515	20.375	20.475	40.850

Notes: 1) AADT figures above have been derived based on the anticipated number of days the facility will be open / operational. 2) The trip rates for staff have been factored down to accord with the NHT Trust's anticipated staff numbers. 3) The trip rates for students have been factored up to accord with the NHS Trust's anticipated student numbers. 4) The retail / restaurant trip rates above are 'new' trips only and therefore include a 90% reduction over the TRICS data (as set out earlier in this report).

6.28 For the purposes of the assessments contained within this report, it has been assumed the office space and affordable workspace will be open / operational Mondays to Fridays, the research and development facility will be operational Mondays to Fridays and some weekends and the retail / restaurant and community centre will be operational Mondays to Sundays. The operational days for the research and development space is in accordance with the NHS Trust's potential requirements.

6.29 **Table 6.7** below provides a summary of the person trip generation for Option 2 based on the floor areas for each use and the trip rates set out above.

Table 6.7: OPTION 2 – Person Trip Generation ('New' Trips)

Land Use	AM Peak Hour			PM Peak Hour			AADT		
	In	Out	Total	In	Out	Total	In	Out	Total
Offices / AWS	351	22	373	32	323	355	1171	1146	2317
R&D Staff	53	0	53	2	25	27	198	198	396
R&D Students	29	6	35	0	6	6	90	95	185
Retail / Restaurant	14	15	29	12	14	26	192	192	384
Community Centre	4	0	4	8	4	12	51	51	102
TOTAL	**451**	**43**	**494**	**54**	**372**	**426**	**1702**	**1682**	**3384**

6.30 The hourly person trip generation estimates for the proposed research and development space for a typical day are set out in the tables included in **Appendix S**. This shows the proposed research and development facility has the potential to generate around 400 staff trips per day (circa 200 inbound trips and circa 200 outbound trips), on average, and around 200 student trips per day (circa 100 inbound trips and circa 100 outbound trips), on average. This accords with information received from the NHS Trust regarding potential staff and student numbers associated with the proposed research and development space.

6.31 The modal split assumptions for each use, set out in the table below, are the same as those set out for the assessment of Option 1 above, where applicable. With regard to the proposed research and development space, the modal split assumptions for the proposed office space have been applied to the staff trip generation estimates while the modal split assumptions for students is based on information contained within the Transport Assessment that supported the approved research and development facility at Grays Inn Road referred to earlier in this report.

Table 6.8: OPTION 2 – Modal Split Assumptions

Mode	Offices / Affordable Workspace	Research and Development		Retail / Restaurant	Community Centre
		Staff	Students		
Underground	25.5%	25.5%	28.0%	30.0%	30.0%
Train	45.5%	45.5%	23.0%	10.0%	10.0%
Bus	12.0%	12.0%	21.0%	14.0%	14.0%
Taxi / Drop Off & Collection	0.2%	0.2%	0.0%	0.3%	0.3%
M/cycle	0.3%	0.3%	0.0%	0.0%	0.0%
Car Driver	0.0%	0.0%	0.0%	0.0%	0.0%
Car Passenger	0.0%	0.0%	0.0%	0.0%	0.0%
Cycle	7.5%	7.5%	6.0%	5.7%	5.7%
Walk / Foot	9.0%	9.0%	22.0%	40.0%	40.0%

6.32 The corresponding trip generation for each use is summarised in the table below.

Table 6.9: OPTION 2 – Multi-Modal Trip Generation Estimates

Mode	AM Peak Hour			PM Peak Hour			AADT		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	117	12	129	15	96	111	447	442	889
Train	192	13	205	17	161	178	668	658	1326
Bus	57	6	63	7	45	52	217	215	432
Taxi / Drop Off & Collection	1	0	1	0	1	1	3	3	6
M/cycle	1	0	1	0	1	1	4	4	8
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Cycle	33	3	36	4	27	31	122	120	242
Walk / Foot	50	9	59	11	40	51	240	239	479
TOTAL	**451**	**43**	**494**	**54**	**371**	**425**	**1701**	**1681**	**3382**

6.33 The assessments carried out above indicate that Option 2 has the potential to generate around 494 two-way person trips per hour during the morning peak period and around 425 two-way person trips per hour during the evening peak period. Based on the above, Option 2 has the potential to generate around 3,382 two-way person trips per day, on average.

Option Assessment

6.34 Comparing the multi-modal trip generation estimates for both Options 1 and 2 set out above, it is clear that Option 1 has the potential to generate a higher level of additional inbound and outbound trips across all the available transport modes that have been considered in this report.

6.35 Against this background, the potential effect of the proposed development on the local transport network has been assessed in detail below with reference to the multi-modal trip generation estimates for Option 1 only. This is on the basis that Option 2 will have a lower potential effect on the transport network compared with Option 1.

6.36 The potential effect of Option 2 on the local London Underground, rail and bus trips has also been considered for completeness for the purposes of the assessments carried out as part of the Environmental Statement.

Effect on Public Transport

6.37 The potential effect of the proposed development (Option 1) on local public transport services has been estimated using data from 2018. It is considered that this is appropriate and provides a robust assessment of public transport effects on the basis that public transport usage has reduced significantly since the start of the COVID-19 pandemic and remains lower in 2021 than in 2018 (as highlighted earlier in this report). The situation in 2018 is referred to as the 'existing situation' for the purposes of the assessments contained within this report.

London Underground

6.38 The multi-modal trip generation exercise set out above for Option 1 suggests that there will be an additional 223 two-way trips per hour by London Underground services (174 arrivals; 49 departures) during the weekday morning peak hour and 173 two-way trips per hour by London Underground services (34 arrivals; 139 departures) during the evening peak hour. This relates to the main mode used to travel to / from the site and, as such, these trips will include a

secondary mode of travel to reach the site, typically in the form of walking, cycling and / or bus services.

6.39 For the purposes of the assessments contained within this report, it is assumed that the majority of staff and visitors associated with the proposed development will utilise London Bridge station to access London Underground services. However, in reality, it is likely that a proportion of staff and visitors will utilise other London Underground stations, including Monument to the north (via Circle and District line services), and potentially Bank station (located within approximately 1.75 kilometres walking distance to the north) via Central line services. This will accord with the intentions of the Travel Plan and the aspirations of TfL under Healthy Streets to increase walking and cycling where people will be advised to walk to a different London Underground Station (such as getting on at the next stop) to incorporate more active travel in their commute.

6.40 It should be borne in mind that the London Bridge Redevelopment programme was designed to accommodate a significant increase in passenger numbers. The station will be able to accommodate 24 trains per hour (8 more trains than before the redevelopment) which will allow the station to accommodate 95 million passengers per year – 66% more than the station was originally able to accommodate (an increase of c.28 million passengers).

6.41 Such a significant increase in passenger numbers associated with National Rail will inevitably increase demand for London Underground services at the station. Even if it assumed that only 20% of the additional National Rail users (5.6 million) use the Underground services at the station each day, it will equate to an increase of 15,342 additional daily Underground users (5.6 million passengers / 365 days) which is a highly conservative estimate. The proposed additional demand for Underground services associated with the development is significantly below what could be expected to be generated by the redevelopment of London Bridge Station alone.

6.42 On the basis of the above, it is considered unreasonable to conclude that the impact created by the proposed development upon London Bridge Station will be unacceptable given the capacity increases that have already been delivered.

6.43 It is recognised that London Bridge Station is one of the busiest rail stations in the UK and congestion is observed at peak times associated with the access into and through the London Underground Station. The proposed development, being located adjacent to it, will enable

fewer people to undertake tube journeys each day. Currently, people will transfer from national rail services to the tube to travel to and from their place of work; however, it will be expected that people who will relocate to the proposed site will not be required to undertake any tube travel in the future and instead simply walk to the site, therefore, reducing the demand for services.

6.44 Notwithstanding the above, in accordance with the methodology undertaken for other local developments, a more detailed analysis of the impact upon London Underground services has been undertaken for gate lines and escalators at the station in addition to the line loadings.

6.45 To determine what Underground services and in what direction commuters will be travelling in, consideration has been given to the methodology set out in support of the planning application for 'New City Court' (ref: 18/AP/4039) prepared by TPP in their Transport Assessment dated December 2018. **Table 6.10** below summarises the split of Underground trips by direction by Line based on 2011 Census data.

Table 6.10: Split of Underground Trips

Underground Line	Direction	Arrivals (%)	Departures (%)
Jubilee Line Westbound	From Bermondsey to London Bridge	22.7%	0%
	From London Bridge to Bermondsey	0%	22.7%
Jubilee Line Eastbound	From Southwark to London Bridge	20.3%	0%
	From London Bridge to Southwark	0%	20.3%
Northern Line Northbound	From Bank to London Bridge	40.9%	0%
	From London Bridge to Bank	0%	40.9%
Northern Line Southbound	From Borough to London Bridge	16.1%	0%
	From London Bridge to Borough	0%	16.1%

Note: Arrivals refers to people arriving at the proposed development. As such, an arriving person to the development will be a person who alights from a tube train. As such, departure trips from the site represent those who board a train.

6.46 The percentages summarised the above table can be factored against the proposed development trips and are summarised in **Table 6.11** below.

Table 6.11: Split of Underground Trips (Hourly)

Underground Line	Direction	AM Peak		PM Peak	
		Alight	Board	Alight	Board
Jubilee Line Westbound	From Bermondsey to London Bridge	41	0	18	0
	From London Bridge to Bermondsey	0	14	0	39
Jubilee Line Eastbound	From Southwark to London Bridge	36	0	16	0
	From London Bridge to Southwark	0	12	0	35
Northern Line Northbound	From Bank to London Bridge	73	0	32	0
	From London Bridge to Bank	0	25	0	71
Northern Line Southbound	From Borough to London Bridge	29	0	13	0
	From London Bridge to Borough	0	10	0	28
Total		*179*	*61*	*79*	*174*

Note: Arrivals refers to people arriving at the proposed development. As such, an arriving person to the development will be a person who alights from a tube train. As such, departure trips from the site represent those who board a train.

Gateline Impact Assessment

6.47 In accordance with the assessments undertaken for other developments in proximity to the site, an assessment of the number of gates required at the gateline to accommodate the number of people arriving and departing from London Bridge Underground station has been undertaken.

6.48 It is noted that to control the flow of people arriving and departing from platform level and control crowding, TfL are able to use the number of gates they wish at their discretion. For example, as is undertaken at a number of stations across the network, the number of gates able to be used is restricted to restrict the number of people that can reach platform level, and therefore control any potential crowding in the manner that is best from an operational perspective. They may also use fewer escalators at peak periods to take people to platform level to control the flow of people arriving at trains. As such, it is at the discretion of the operation of the Underground whether gateline capacity is fully utilised or not.

6.49 At present, there are three gatelines which are available to reach platform level. At the Duke Street Hill entrance there are separate gatelines for Northern Line and Jubilee Line services

whilst a single gateline is available from the Borough High Street entrance. The number is summarised below:

- Duke Street Hill Northern Line: 13 standard width gates & 2 large gates;
- Duke Street Hill Jubilee Line: 14 standard width gates & 2 large gates; and,
- Borough High Street: 7 standard width gates and 2 large gates.

6.50 In addition to the above, a step-free wider gate is also available for the Duke Street Hill Northern Line which is accessed via a segregated ramp. Based on observations, this is seldom used other than for access by those who need level access.

6.51 To calculate the number of gates that are required, the methodology set out in TfL's Station Capacity Planning Standards has been adopted. To calculate the number of escalators required, the following calculation is used:

$$= Roundup\left(\frac{5\,\text{min}\ Entry\ Flow}{25 \times 5}\right) + Roundup\left(\frac{Total\ of\ Exiting\ Customers}{25 \times 2}\right) + x$$

6.52 To calculate the number of gates required to serve the station, calculations have been undertaken for the Northern Line and Jubilee Lines separately given they are principally served by separate gatelines via the Duke Street Hill entrance.

Existing Situation

6.53 The calculations for the existing situation at the station are summarised in **Table 6.12** and **Table 6.13** below, which have been undertaken in accordance with the methodology set out within TfL's Station Capacity Planning Standards.

Table 6.12: Existing London Bridge Gate Line Capacity Assessment – AM Peak

		5-min Entry Flow[1]	Peak 15-minute Alighters[2]	Peak 15-minute Interchangers[3]	No of Trains in 15-min Period[4]	Train Service Headway[5]	Number of Existing Customers[6]	Total Number of Existing Customers[7]	Number of Gates Required (without *x* value)[8]	*X* value[9]	Number of Gates Required
Jubilee Line	Westbound	584	1,477	360	7	2.1	160	199	13	2	15
	Eastbound		1,391	126	8	1.9	158	198			
Northern Line	Northbound	315	1,114	431	7	2.1	98	122	11	2	13
	Southbound		1,439	276	6	2.5	194	242			

Notes:

[1] Peak 15-min flow for 08:45-09:00 divided by 3 taken from *2018MTT_Station_Link_Flows* dataset. The 08:45-09:00 flows had the greatest 15-minute flows between 08:00-09:00.

[2] Taken from *'2018MTT_Station_Alighters'* dataset for 08:45-09:00

[3] Taken from *'2018MTT_Station_Link_Flows'* dataset for 08:45-09:00

[4] Taken from NUMBAT 2018 Data for 15-min Period (2018MTT_Link_Frequency)

[5] 15 minutes divided by number of trains in period

[6] = ((Peak 15 min alighters – Peak 15 min interchanges) / 15) x Train service headway

[7] Calculated by increasing the number of existing customers by 25%

[8] Calculated using calculation set out above

[9] In accordance with Station Capacity Planning Standards Para 3.5.7(c)

6.54 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the existing station requires the following number of gates to meet the demand in the AM peak hour:

- Jubilee Line: 15 Gates; and,
- Northern Line: 13 Gates.

6.55 As set out above, there is are a sufficient number of gates located at the Duke Street Hill entrance to accommodate the peak flow of passengers during the AM peak period for both London Underground Lines. As highlighted previously, the Jubilee Line is served by 16 gates and the Northern Line is served by 14 gates.

Table 6.13: Existing London Bridge Gate Line Capacity Assessment – PM Peak

		5-min Entry Flow[1]	Peak 15-minute Alighters[2]	Peak 15-minute Interchangers[3]	No of Trains in 15-min Period[4]	Train Service Headway[5]	Number of Existing Customers[6]	Total Number of Existing Customers[7]	Number of Gates Required (without *x* value)[8]	*X* value[9]	Number of Gates Required
Jubilee Line	Westbound	745	1,662	524	7	2.1	163	203	15	2	17
	Eastbound		1,575	92	8	1.9	185	232			
Northern Line	Northbound	491	541	161	6	2.5	63	79	12	2	14
	Southbound		1,839	416	6	2.5	237	297			

Notes:

[1] Peak 15-min flow for 17:45-18:00 divided by 3 taken from *2018MTT_Station_Link_Flows* dataset

[2] Taken from *'2018MTT_Station_Alighters'* dataset

[3] Taken from *'2018MTT_Station_Link_Flows'* dataset

[4] Taken from NUMBAT 2018 Data for 15-min Period (2018MTT_Link_Frequency)

[5] 15 minutes divided by number of trains in period

[6] = ((Peak 15 min alighters – Peak 15 min interchanges) / 15) x Train service headway

[7] Calculated by increasing the number of existing customers by 25%

[8] Calculated using calculation set out above

[9] In accordance with Station Capacity Planning Standards Para 3.5.7(c)

6.56 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the existing station requires the following number of gates to meet the demand in the PM peak hour:

- Jubilee Line: 17 Gates; and,
- Northern Line: 14 Gates.

6.57 The Northern Line is served by 15 gates at the Duke Street Hill Entrance and is therefore able to accommodate the existing demand without any consideration of the entrance via Borough High Street.

6.58 With respect to the Jubilee Line, it is served by 16 gates at the Duke Street Hill entrance and is therefore only a single gate short of being able to accommodate all the demand from this

entrance alone. However, no consideration has been given to the Borough High Street entrance which benefits from 9 gates which are therefore able to accommodate the existing demand.

Proposed Future Assessment

6.59 To consider the impact of the additional usage of the Underground associated with the proposed development, the assessments undertaken for the existing situation have been replicated, with adjustments made for the '5-minute Entry Flow' and the 'Peak 15-minute' Alighters' to accommodate the additional numbers of passengers.

6.60 The calculations for the future gateline assessment are set out in **Table 6.14** and **6.15** below:

Table 6.14: Future London Bridge Gateline Capacity Assessment – AM Peak

		5-min Entry Flow	Peak 15-minute Alighters	Peak 15-minute Interchangers	No of Trains in 15-min Period	Train Service Headway	Number of Existing Customers	Total Number of Existing Customers[1]	Number of Gates Required (without *x* value)	*X* value[9]	Number of Gates Required
Jubilee Line	Westbound	586	1,487	360	7	2.1	161	201	14	2	16
	Eastbound		1,400	126	8	1.9	159	199			
Northern Line	Northbound	317	1,121	431	7	2.1	99	123	11	2	13
	Southbound		1,457	276	6	2.5	197	246			

Notes:

[1] Refers to the future total number of customers, inclusive of the additional demand created by the proposed development. The title remains consistent with the nomenclature for the calculation set out in the Station Capacity Planning Standards.

6.61 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the future station requires the following number of gates to meet the demand in the AM peak hour:

- Jubilee Line: 16 Gates; and,
- Northern Line: 13 Gates.

6.62 As set out previously, there is are a sufficient number of gates located at the Duke Street Hill entrance to accommodate the peak flow of passengers during the AM peak period for both London Underground Lines. As highlighted previously, the Jubilee Line is served by 16 gates and the Northern Line is served by 14 gates.

6.63 As such, the proposed development will not result in a material impact upon the capacity of the gateline at London Bridge Underground station during the AM peak.

Table 6.15: Future London Bridge Gateline Capacity Assessment – PM Peak

		5-min Entry Flow	Peak 15-minute Alighters	Peak 15-minute Interchangers	No of Trains in 15-min Period	Train Service Headway	Number of Existing Customers	Total Number of Existing Customers[1]	Number of Gates Required (without *x* value)	*X* value	Number of Gates Required
Jubilee Line	Westbound	750	1,662	524	7	2.1	163	204	15	2	17
	Eastbound		1,575	92	8	1.9	186	232			
Northern Line	Northbound	497	541	161	6	2.5	64	79	12	2	14
	Southbound		1,839	416	6	2.5	238	297			

Notes:
[1] Refers to the future total number of customers, inclusive of the additional demand created by the proposed development. The title remains consistent with the nomenclature for the calculation set out in the Station Capacity Planning Standards.

6.64 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the future station requires the following number of gates to meet the demand in the PM peak hour:

- Jubilee Line: 17 Gates; and,
- Northern Line: 14 Gates.

6.65 The additional demand created by the proposed development will not alter the number of gates required to accommodate the PM peak in comparison to the existing situation.

6.66 The Northern Line is served by 15 gates at the Duke Street Hill Entrance and is therefore able to accommodate the existing demand without any consideration of the entrance via Borough High Street.

6.67 With respect to the Jubilee Line, it is served by 16 gates at the Duke Street Hill entrance and is therefore only a single gate short of being able to accommodate all the demand from this entrance alone. However, no consideration has been given to the Borough High Street entrance which benefits from 9 gates which are therefore able to accommodate the existing demand.

6.68 It is therefore considered that the proposed development will create a negligible impact upon the capacity of the gateline at London Bridge Underground station during the PM peak period.

Summary

6.69 As set out in the above analysis, the additional usage of the Underground associated with the 2021 proposed development will not result in a material impact upon the capacity of the gateline at London Bridge Underground station during the AM or PM peak hours. This is especially as there is additional gateline capacity at the Borough High Street entrance, which has not been taking into account in the above assessments, and that, in reality, not all Underground trips associated with the 2021 proposed development will use London Bridge Station, as assumed in the analysis above.

6.70 It is therefore considered that no further analysis of the potential effects of the 2021 proposed development on gateline capacities at London Bridge Underground station or any other Underground station is required to support the proposed development.

Escalator Capacity

6.71 To align with the assessments undertaken to support other developments in proximity to the site, an assessment of the number of escalators required to accommodate the number of people arriving and departing from London Bridge Underground station has been undertaken.

6.72 It is noted that to control the flow of people arriving and departing from platform level and control crowding, TfL are able to use the number of escalators they wish at their discretion. For example, they may use fewer escalators at peak periods to take people to platform level to

control the flow of people arriving at trains. As such, it is at the discretion of the operation of the Underground whether escalator capacity is fully utilised or not.

6.73 At present, London Bridge Underground station is understood to be served by 17 escalators, as follows:

- 2 escalators between Northern Line platforms and Borough High Street Entrance;
- 2 escalators between Jubilee Line platforms and Borough High Street Entrance;
- 2 escalators from Northern Line platforms to Duke Street Hill entrance;
- 2 x 3 escalators from Jubilee Line platforms to Duke Street Hill entrance (i.e. it requires 2 escalators to be taken between the two levels); and,
- 3 escalators from Northern Line / Jubilee Line Interchange and Duke Street Hill entrance.

6.74 It is possible for passengers to use any escalator to reach any platform or entrance; however, observations show that the majority of passengers for the Northern Line use the closest escalators to the platform and the same is true of the Jubilee Line. A number of passengers from each line use the 3 escalators which are located in the Northern Line / Jubilee Line Interchange. A small proportion of total passengers accessed the station via Borough High Street.

6.75 To calculate the number of escalators that are required, the methodology set out in TfL's Station Capacity Planning Standards has been adopted. To calculate the number of escalators required, the following calculation is used:

$$Number\ of\ escalators = \left(\frac{Average\ one\ way\ flow\ per\ minute}{100}\right) m$$

6.76 The above calculation is based on an escalator being able to accommodate 100 customers per minute. During site visits to the station during peak hours, announcements are regularly played which state that each of London Bridge's escalators are able to accommodate 150 passengers per minute. As such, whilst a robust assessment will be undertaken to assume 100 passengers can travel on an escalator each minute, in reality this could be increased by 50% based on the public announcements made by TfL.

6.77 To calculate the average one-way flow per minute, data has been extracted from TfL's NUMBAT 2018 data for Monday-Thursday (2018MTT_Station_Link_Flows). The number of entries and exits are shown in **Table 6.16** below for the 15-minute intervals across the AM and PM peak periods.

Table 6.16: London Bridge Entry and Exits (NUMBAT 2018 data)

AM Peak				
Direction	**Time Period**			
	08:00-08:15	**08:15-08:30**	**08:30-08:45**	**08:45-09:00**
Jubilee Line Enter Station	1,754	1,791	**1,834**	1,752
Northern Line Enter Station	920	910	939	**944**
Jubilee Line Exit to Street	1,597	1,832	2,020	2,089
Jubilee Line Exit to National Rail	160	169	186	169
Total Jubilee Line Exits	*1,757*	*2,002*	*2,205*	***2,258***
Northern Line Exit to Street	1,005	1,192	1,324	1,469
Northern Line Exit to National Rail	116	136	138	136
Total Northern Line Exits	*1,120*	*1,328*	*1,462*	***1,605***
PM Peak				
Direction	**17:00-17:15**	**17:15-17:30**	**17:30-17:45**	**17:45-18:00**
Jubilee Line Enter Station	1,876	2,067	**2,237**	2,235
Northern Line Enter Station	1,241	1,354	1,472	**1,473**
Jubilee Line Exit to Street	1,779	1,976	2,094	2,173
Jubilee Line Exit to National Rail	370	386	435	436
Total Jubilee Line Exits	*2,150*	*2,362*	*2,529*	***2,609***
Northern Line Exit to Street	1,143	1,238	1,289	1,311
Northern Line Exit to National Rail	274	312	347	375
Total Northern Line Exits	*1,418*	*1,549*	*1,636*	***1,687***

6.78 As can be seen in the table above, the peak 15-minute periods across the peak hours are as follows:

- AM Peak – 08:45-09:00
- PM Peak – 17:45-18:00

6.79 Based on the above numbers, **Table 6.17** and **Table 6.18** below summarises the assessment of the number of escalators required to be provided at London Bridge to accommodate the existing demand and the future demand associated with the proposed development.

Table 6.17: Development Impact on London Bridge Escalators – AM Peak

	Peak 15-min Demand[1]	Average one-way flow per minute[2]	No of escalators required	No of escalators required (rounded)[3]	Additional Demand for Escalators[4]	Future Average one-way flow per minute[5]	Future No of escalators required	No of escalators required (rounded)[3]	Net Change
Jubilee Line Enter Station	1,752	117	1.17	1	2	119	1.19	1	0
Jubilee Line Exit Station	2,258	151	1.51	2	6	157	1.57	2	0
Northern Line Enter Station	944	63	0.63	1	2	65	0.65	1	0
Northern Line Exit Station	1,605	107	1.07	1	8	115	1.15	1	0

Notes:

[1] Taken from Table 6.16 for 08:45-09:00 time period

[2] Peak 15-min demand divided by 15 in accordance with TfL's Station Capacity Planning Standards

[3] Rounded up or down in accordance with TfL's Station Capacity Planning Standards

[4] Additional demand created by development as taken from Table 6.5 for customers alighting or boarding divided by 12 to assume a 5-minute flow of people arriving in a single minute (worst-case)

[5] Existing Average one-way flow per minute + Additional 5-minute demand created by development

6.80 As can be seen in the table above, the additional demand created by the proposed development will not alter the number of escalators required to accommodate the peak flow of people either entering or leaving the station.

6.81 In the AM peak, the Jubilee Line requires 1 escalator to accommodate people entering the station and 2 escalators to accommodate people exiting the station. This can be accommodated wholly from the main Jubilee Line escalators from Duke Street Hill (3 are provided) without any consideration of the use of the escalators to the Northern Line / Jubilee Line Interchange or Borough High Street entrance.

6.82 With respect to the Northern Line, it is necessary to provide 1 escalator to accommodate passengers entering the station and 1 escalator to accommodate passengers leaving the station. This can be accommodated wholly from the main Northern Line escalators from Duke Street Hill (2 are provided) without any consideration of the use of the escalators to the Northern Line / Jubilee Line Interchange or Borough High Street entrance.

Table 6.18: Development Impact on London Bridge Escalators – PM Peak

	Peak 15-min Demand[1]	Average one-way flow per minute[2]	No of escalators required	No of escalators required (rounded)[3]	Additional Demand for Escalators[4]	Future Average one-way flow per minute[5]	Future No of escalators required	No of escalators required (rounded)[3]	Net Change
Jubilee Line Enter Station	2,235	149	1.49	2	5	154	1.54	2	0
Jubilee Line Exit Station	2,609	174	1.74	2	1	175	1.75	2	0
Northern Line Enter Station	1,473	98	0.98	1	7	105	1.05	1	0
Northern Line Exit Station	1,687	112	1.12	1	2	114	1.14	1	0

Notes:

[1] Taken from Table 6.16 for 17:45-18:00 time period

[2] Peak 15-min demand divided by 15 in accordance with TfL's Station Capacity Planning Standards

[3] Rounded up or down in accordance with TfL's Station Capacity Planning Standards

[4] Additional demand created by development as taken from Table 6.5 for customers alighting or boarding divided by 12 to assume a 5-minute flow of people arriving in a single minute (worst-case)

[5] Existing Average one-way flow per minute + Additional 5-minute demand created by development

6.83 As can be seen in the table above, the additional demand created by the proposed development will not alter the number of escalators required to accommodate the peak flow of people either entering or leaving the station during the PM peak.

6.84 In the PM peak, the Jubilee Line requires 2 escalators to accommodate people entering the station and 2 escalators to accommodate people exiting the station. The Northern Line requires 1 escalator to accommodate passengers entering the station and 1 escalator to accommodate passengers leaving the station.

6.85 The demand for access to the Northern Line can be accommodated wholly from the main Northern Line escalators from Duke Street Hill (2 are provided) without any consideration of the use of the escalators to the Northern Line / Jubilee Line Interchange or Borough High Street entrance.

6.86 With respect to the Jubilee Line, the assessment shows that there could be a need for an additional escalator from the Duke Street Hill Entrance. However, no consideration has been made for access via the Borough High Street Entrance or passengers using the escalators to the Northern Line / Jubilee Line Interchange which provide a further 5 escalators – significantly more than is required.

Summary

6.87 As can be seen in the tables above, there is an adequate number of escalators to accommodate the existing demand in the AM and PM peaks which will be unaffected by the proposed development. In our view the impact created by the proposed development is acceptable with the existing situation.

Line Loading Assessment

6.88 To consider the potential impact of the additional demand for London Underground Services, data has been extracted from TfL's NUMBAT 2018 database for data collected from Monday to Thursday (2018MTT_Link_Load.xlsx). The data sets out the number of people that are travelling on an individual line by direction in 15-minute intervals. The data for the above lines is summarised in **Table 6.19** and **Table 6.20** below, with the peak 15-minute interval highlighted in bold.

Table 6.19: 2018 Line Loading Data – AM Peak

Underground Line	Direction	Time Period			
		08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00
Jubilee Line Westbound	From Bermondsey to London Bridge	5055	5293	**5431**	5213
	From London Bridge to Bermondsey	5434	**5921**	5814	5704
Jubilee Line Eastbound	From Southwark to London Bridge	5044	5299	**5501**	5165
	From London Bridge to Southwark	5167	5308	**5439**	5094
Northern Line Northbound	From Bank to London Bridge	1851	2027	2132	**2176**
	From London Bridge to Bank	4512	4989	5106	**5147**
Northern Line Southbound	From Borough to London Bridge	4083	4447	**4737**	4641
	From London Bridge to Borough	1320	**1366**	1349	1317

Table 6.20: 2018 Line Loading Data – PM Peak

Underground Line	Direction	Time Period			
		17:00-17:15	17:15-17:30	17:30-17:45	17:45-18:00
Jubilee Line Westbound	From Bermondsey to London Bridge	4738	5204	5382	**5563**
	From London Bridge to Bermondsey	4223	4766	5099	**5518**
Jubilee Line Eastbound	From Southwark to London Bridge	4478	4976	5345	**5688**
	From London Bridge to Southwark	4687	5007	5415	**5481**
Northern Line Northbound	From Bank to London Bridge	3146	3610	4098	**4332**
	From London Bridge to Bank	2335	2547	2614	**2733**
Northern Line Southbound	From Borough to London Bridge	1526	1650	1737	**1739**
	From London Bridge to Borough	2441	2819	3162	**3359**

6.89 As can be seen in the tables above, the busiest time across the morning peak hour is between 08:30 an 08:45 and across the afternoon peak hour is between 17:45 and 18:00.

6.90 It is therefore possible to consider the impact that the proposed development will create upon line loading for the busiest 15-minute period during the AM and PM peak periods. This is summarised in **Table 6.21** and **6.22** below.

Table 6.21: Development Impact on LU Lines – AM Peak

Underground Line	Direction	Line Loading[1]	No. Of Trains[2]	Capacity Per Train[3]	Train Demand per 15-Min Period[4]	Occupancy (%)	Additional Demand Per 15-mins[5]	Future Demand per 15-minute Period	Future Occupancy	Net Change
Jubilee Line Westbound	From Bermondsey	5431	7	824	5768	94.2%	10	5441	94.3%	0.17%
	To Bermondsey	5814	8	824	6592	88.2%	3	5817	88.2%	0.04%
Jubilee Line Eastbound	From Southwark	5501	7	824	5768	95.4%	9	5510	95.5%	0.15%
	To Southwark	5439	7	824	5768	94.3%	2	5442	94.3%	0.04%
Northern Line Northbound	From Bank	2132	6	679	4074	52.3%	18	2150	52.8%	0.44%
	To Bank	5106	7	679	4753	107.4%	5	5111	107.5%	0.11%
Northern Line Southbound	From Borough	4737	6	679	4074	116.3%	7	4744	116.4%	0.17%
	To Borough	1349	6	679	4074	33.1%	2	1351	33.2%	0.05%

Notes:

[1] Taken from Table 6.19 for 08:30-08:45 time period

[2] Taken from NUMBAT 2018 Data for 15-min Period (2018MTT_Link_Frequency)

[3] Taken from TfL / GLA Response to 60 St Thomas Street Application

[4] Number of trains multiplied by capacity per train

[5] Hourly data taken from Table 6.5 divided by 4 to create 15-min interval data

6.91 As can be seen in the table above, the additional demand per line created by the proposed development will have a negligible impact upon the line loading across the busiest 15-minute period during the AM peak hour (08:30-08:45). The greatest impact will be observed on the Northern Line for services travelling from Bank which will see a net increase in occupancy of 0.44% across all services as a consequence of 18 additional passengers across 6 trains. This line loading will continue to operate within its design capacity.

6.92 Northern Line services to Bank and from Borough already operate above their theoretical capacity at present during the peak period. The effect of the additional demand for services will only have a very limited impact upon these specific services with an impact of much less than half a percent increase in occupancy.

6.93 Across all other line loadings, it is observed that the Underground will continue to operate within its theoretical capacity.

6.94 It is therefore concluded that the proposed development will not result in an unacceptable impact upon line loadings across the AM peak hour.

Table 6.22: Development Impact on LU Lines – PM Peak

Underground Line	Direction	Line Loading[1]	No. Of Trains[2]	Capacity Per Train[3]	Train Demand per 15-Min Period[4]	Occupancy (%)	Additional Demand Per 15-mins[5]	Future Demand per 15-minute Period	Future Occupancy	Net Change
Jubilee Line Westbound	From Bermondsey	5563	8	824	6592	84.4%	2	5565	84.4%	0.03%
	To Bermondsey	5518	8	824	6592	83.7%	8	5526	83.8%	0.12%
Jubilee Line Eastbound	From Southwark	5688	8	824	6592	86.3%	2	5690	86.3%	0.03%
	To Southwark	5481	7	824	5768	95.0%	7	5488	95.2%	0.12%
Northern Line Northbound	From Bank	4332	6	679	4074	106.3%	3	4336	106.4%	0.09%
	To Bank	2733	6	679	4074	67.1%	14	2748	67.4%	0.35%
Northern Line Southbound	From Borough	1739	6	679	4074	42.7%	1	1741	42.7%	0.03%
	To Borough	3359	6	679	4074	82.5%	6	3365	82.6%	0.14%

Notes:

[1] Taken from Table 6.20 for 17:45-18:00 time period

[2] Taken from NUMBAT 2018 Data for 15-min Period (2018MTT_Link_Frequency)

[3] Taken from TfL / GLA Response to 60 St Thomas Street Application

[4] Number of trains multiplied by capacity per train

[5] Hourly data taken from Table 6.5 divided by 4 to create 15-min interval data

6.95 With respect to the PM peak, as can be seen in the table above, the additional demand per line created by the proposed development will have a negligible impact upon the line loading across the busiest 15-minute period (17:45-18:00). The greatest impact will be observed on the Northern Line for services travelling to Bank which will see a net increase of 0.35% across all services as a consequence of 14 additional passengers across 6 trains. This line loading will continue to operate within its design capacity.

6.96 Only the Northern Line northbound services from Bank operate above theoretical capacity at present, operating at 6.4% above capacity. The proposed development will only increase

demand for these services by 3 people across the 15-minute period which is not considered material.

6.97 Across all other line loadings, it is observed that the Underground will continue to operate within its theoretical capacity.

6.98 It is therefore concluded that the proposed development will not result in an unacceptable impact upon line loadings across the PM peak hour.

Impact on National Rail

Option 1

6.99 The trip generation assessment set out earlier in this report indicates that Option 1 will generate an additional 292 two-way trips by rail (241 arrivals; 51 departures) per hour during the weekday morning peak period and an additional 238 two-way trips by rail (37 arrivals; 201 departures) per hour during the weekday evening peak period.

6.100 As highlighted earlier in this report, the closest railway station is London Bridge and it is assumed that for the purposes of this assessment that all visitors / users of the proposed development will utilise this station for the main part of their journey to and from the site.

6.101 As set our ealier in this report, there are approximately 106 train services per hour operating from London Bridge during peak times.

6.102 During the morning peak period some 241 journeys are likely to be made by rail to the site and around 51 journeys will be made by rail away from the site. This will equate to around 2-3 extra passengers per train, per hour, on average, arriving at London Bridge and less than one extra passenger, per train, per hour, on average, departing London Bridge.

6.103 During the evening peak period, it is considered that up to around 37 journeys will be made to the site by rail and in the region of 201 trips will be made away from the site by rail. This will equate to less than one additional passenger per arriving train per hour, on average, and up to around 2 passengers every departing train, on average, per hour.

Option 2

6.104 The trip generation assessments summarised earlier in this report indicate that Option 2 has the potential to generate an additional 205 two-way trips by rail (192 arrivals; 13 departures) per hour during the weekday morning peak period and an additional 178 two-way trips by rail (17 arrivals; 161 departures) per hour during the weekday evening peak period.

6.105 Assuming all staff and visitors travelling to and from the proposed development use London Bridge, during the morning peak period there will be around 1 to 2 extra passengers per train per hour, on average, arriving at London Bridge and less than one extra passenger per train per hour, on average, departing London Bridge. During the evening peak period, there will be less than one additional passenger per arriving train per hour, on average, arriving into London Bridge and around 1 to 2 passengers every departing train, on average, per hour.

Summary

6.106 While it is unlikely that the demand set out above will be spread evenly across all available routes, it is extremely difficult to predict with any degree of accuracy which routes / services will be most intensively used. However it is unlikely that the proposed development will result in any material impact on services given the frequency of rail services that are available.

6.107 Overall, it is anticipated that the number of rail passengers associated with the proposed development will not result in any noticeable changes in levels of service experienced by existing rail passengers given the significant number of existing services that are available.

6.108 The impact on rail services should be considered in the context of the significant improvements that have been made to London Bridge Station. The London Bridge redevelopment project has delivered significant increases in available capacity at platform level and across the station with bigger platforms for longer trains, accommodating more trains and improving the connectivity into and through the station whilst also being designed to be inclusive and accessible for all users.

Impact on Buses

Option 1

6.109 As outlined in the assessments set out earlier in this report, it is estimated that Option 1 will generate an additional 96 two-way trips by bus (76 arrivals; 20 departures) per hour during the morning peak period and an additional 77 two-way trips by bus (15 arrivals; 62 departures) per hour during the evening peak period.

6.110 There are presently 12 bus services that call at stops within reasonable walking distance of the site during peak periods and, according to the PTAL report referred to earlier in this report, around 226 buses operating within the vicinity of the site per hour during peak periods.

6.111 Based on the above, it is estimated that Option 1 will generate around 1 additional bus passenger every 2 to 3 buses per hour, on average, during the morning and evening peak periods.

Option 2

6.112 The trip generation assessments set out earlier in this report indicate that Option 2 has the potential to generate around an addition 63 two-way trips by bus (57 arrivals; 6 departures) per hour during the morning peak period and an additional 52 two-way trips by bus (7 arrivals; 45 departures) per hour during the evening peak period.

6.113 Based on the above, it is estimated that Option 2 will generate around 1 additional bus passenger every 3 to 4 buses per hour, on average, during the morning and evening peak periods.

Summary

6.114 The estimated level of increase in bus trips arising from the proposed development is insignificant and will not have a material impact on existing services.

6.115 Whilst it is unlikely that potential bus passengers will be spread evenly across all of the available services / routes, it is very difficult to determine which specific routes are likely to be more popular than others. When the level of extra demand is balanced against the services available there is unlikely to be a material impact on bus services as a result of the development proposal.

Bus Corridor Assessment

6.116 Notwithstanding the above analysis, in accordance with other nearby planning application submissions, a bus corridor assessment has been undertaken to assess the impact that the proposed development could have.

6.117 The bus corridor assessment set out below has been undertaken for Option 1 only on the basis that this option has the potential to generate a higher number of additional bus trips.

6.118 Data has been extracted from the 2011 Census for the 'Location of usual residence and place of work by method of travel to work' to ascertain for people who currently work in the local area and travel by bus, where they are travelling from. The data is summarised in **Table 6.23** below.

Table 6.23: Proportion of People who Travel by Bus to London Boroughs

Borough	Percentage
LB Southwark	36.6%
LB Lewisham	13.4%
LB Lambeth	12.6%
All Other Boroughs	37.4%
Total	100%

6.119 Upon review of the data, it is evident that 63% of all employees who travel by bus come from three London Boroughs – Southwark, Lambeth and Lewisham. Of all the remaining 29 London Boroughs, no more than 6% of people travelling by bus travelled from another individual Borough.

6.120 Once the number of bus users are spread across the multitude of buses that serve the local area to reach the remaining Boroughs, the impact on any one service is expected to be negligible. As such, the corridor assessment has only focussed upon the three principal Boroughs.

6.121 To consider the number of additional bus users associated with the proposed development across the peak hours, the proportion of people travelling to the three above London Boroughs has been factored against the proposed additional number of bus users. This is summarised in **Table 6.24** below.

Table 6.24: Expected Number of Additional Bus Users Travelling to London Boroughs							
Borough	**Percentage**	**AM Peak**			**PM Peak**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
LB Southwark	36.6%	28	7	35	5	23	28
LB Lewisham	13.4%	10	3	13	2	8	10
LB Lambeth	12.6%	10	3	13	2	8	10
Total	100%	48	13	61	9	39	48

6.122 A review of TfL's Bus Spider Map for London Bridge suggests that there are 7 bus services which travel to and from the South of the area and likely to accommodate the demand associated with the proposed development. The services, and their frequencies, are summarised in **Table 6.25** below

Table 6.25: Local Bus Service Summary				
Route Number	**Route**	**Weekday One-Way Peak Frequency**		
		Bus every '*x*' minutes	**Number of Buses Per Hour**	**Average No.**
21	Newington Green – London Bridge – Lewisham Shopping Centre	5-9	6-12	9
35	Shoreditch High Street – London Bridge – Elephant & Castle – Clapham Junction	6-8	8-10	9
47	Shoreditch - London Bridge – Catford	10-14	4-6	5
133	Liverpool Street – London Bridge - Streatham	4-8	8-15	12
343	Aldgate – London Bridge - New Cross Gate	7-10	6-9	8
381	County Hall – London Bridge - Peckham	9-12	5-6	6

6.123 As can be seen above, there are an average of 49 buses that travel from the local area to and from the south in the direction of the remainder of Southwark, Lambeth and Lewisham which the corridor impact assessment considers.

6.124 Therefore, it is expected that each bus could be expected to accommodate approximately 1.2 additional passengers in the morning peak period (61 additional bus users / 49 average one-way buses) and around 1 additional passenger in the evening peak period (48 additional bus users / 49 average one way buses).

6.125 The level of impact that could be expected to be created on the bus network is expected to be negligible once the expected additional patronage is distributed along the principal bus corridor that has the potential to be affected by the proposed development.

Effect on the Pedestrian Network

6.126 Assuming that all of the trips that are made to the site will incorporate an element of walking along St Thomas Street, and / or the other roads that surround the site including Fenning Street, Melior Street, Melior Place and / or Snowsfields, to access the site, the trip generation assessments set out above indicate that Option 1 will generate approximately 877 additional pedestrian trips per hour during the morning peak hour period, and around 680 additional pedestrian trips per hour during the evening peak period. It is estimated that Option 2 will generate around 494 additional pedestrian trips per hour during the morning peak period and around 425 additional pedestrian trips per hour during the evening peak period.

6.127 As highlighted earlier in this report, an Active Travel Audit has been undertaken as part of this Transport Assessment. The audit establishes that the pedestrian environment around the site is generally of a high standard.

6.128 The study identified minor areas of deficiency, which are predominantly maintenance related. These are not considered to be materially detrimental to pedestrian route choice or amenity. The overall conclusions of the audit are that the pedestrian environment within the vicinity of the site is generally positive, overall.

6.129 Notwithstanding, the proposals aim to create improvements to the pedestrian / urban environment by improving the permeability across the site and that pedestrian / public realm improvements will be made along St Thomas Street, Fenning Street and Vinegar Yard. The pedestrian improvements to St Thomas Street include the proposed closure of the existing vehicular access to Vinegar Yard and associated pedestrian environment enhancements. The proposed changes to Vinegar Yard will also improve pedestrian connectivity between St Thomas Street and Melior Place / Melior Street.

6.130 Presently, there are a number of vehicle crossovers on Fenning Street and Vinegar Yard with varying gradients which may make access along these routes difficult for persons with impairements or disabilities or pushchairs.

6.131 The proposals seek to deliver improvements to the roads that currently serve the site, including St Thomas Street, Fenning Street and Vinegar Yard, for the benefit of the urban realm which ties into each of the ten healthy street indicators (as highlighted earlier in this report).

6.132 In addition, it is proposed to create an area of public realm off St Thomas Street which will reflect the approach to improve 'places to stop and rest' and 'shade and shelter'.

6.133 The combination of the range of proposals to improve the public realm around the site as described above and elsewhere in this report are considered to complement the aims and objectives of the Healthy Streets Approach and, as such, the proposed development is considered acceptable on this basis.

Impact on Cycling Network

Cycle Routes

6.134 It is anticipated that Option 1 could generate in the region of 68 additional cycle trips per hour during the weekday morning peak period and around 52 additional cycle trips per hour during the weekday evening peak period associated and evening peak hour periods. Based on the assessments carried out in this report, Option 2 has the potential to generate around 36 additional cycle trips per hour during the morning peak period and around 31 additional cycle trips per hour during the evening peak period. These levels of increase in cycle trips on surrounding routes will not result in a noticeable change in level of service for existing cyclists.

6.135 TfL are proposing to make notable changes to St Thomas Street which this scheme facilitates and will significantly benefit cycling locally. The proposals will notably improve cycling along St Thomas Street, and improve access to the site, linking with the wider cycle network.

Effect on Highway Network

6.136 The proposed development seeks to remove all on-site vehicle parking in order to provide a car free development (except for two on-street disabled parking bays). As such, vehicle activity associated with the proposed development will comprise deliveries / servicing vehicle movements, as well as visitor pick-up / drop off activity (e.g. taxi trips), only.

6.137 It is assumed that very few if any trips by motor vehicle / taxi will be made during the transport network peak periods. Furthermore, the vast majority of taxi trips will be made using taxis that

are already on the local road network / passing the site on the surrounding roads or the main roads further afield.

6.138 Details relating to servicing and delivery arrangements are provided later in this report.

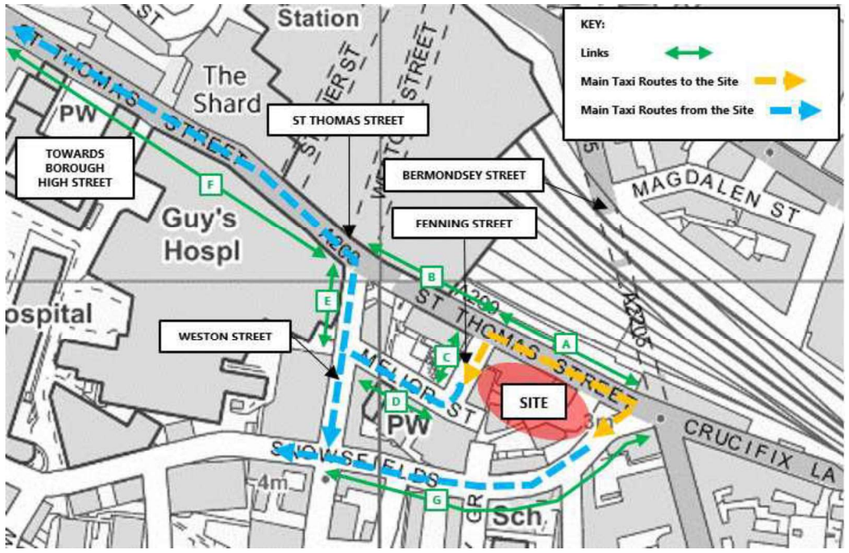
Option 1

6.139 The assessments carried out earlier in this report indicate that Option 1 is anticipated to generate around 10 taxi / drop off and collection trips per hour during the weekday morning peak period and around 7 taxi / drop off and collection trips per hour during the weekday evening peak period. It is also estimated that Option 1 will generate around 136 taxi / drop off and collection trips per day, on average.

6.140 Not all taxi / drop off and collection trips will occur on the roads within the immediate vicinity of the site. For instance, it is likely that some (circa 50% of) outbound taxi / collection trips will start from further afield, e.g., on Bermondsey Street to the east or Borough High Street to the west. In addition, the arrival taxi / drop off trips will occur across a number of roads within the area and potentially further afield. As such, not all the taxi trips set out in the table above will occur on St Thomas Street, Fenning Street and Melior Street.

6.141 It is important to note that due to the one-way nature of the local road network contained within the study area identified previously and for ES Traffic and Transport Chapter, the inbound taxi / drop off collection trips will occur on the roads leading to the site and the outbound taxi / drop off collection trips will occur on the roads leading away from the site. For example, the inbound trips will mainly take place on the roads to the east and north of the site while the outbound trips will mainly take place on the roads to the west and south of the site. This is illustrated indicatively in the figure below. The figure below also shows the road links that form the study area.

Figure 6.1: Study Area and Main Taxi / Drop Off and Collection Routes to and from the Site



6.142 The taxi / drop off and collection trip estimates for Option 1 have been distributed and assigned to the roads contained within the study area based on the assumptions set out above

Table 6.26: OPTION 1 – Taxi / Drop Off and Collection Trip Distribution Assumptions

Link Name	AM Peak Hour	PM Peak Hour	AADT
St Thomas St between Snowsfields and Fenning St	6	1	55
St Thomas St between Fenning St and Weston St	1	0	14
Fenning St between St Thomas St and Melior St	3	2	38
Melior St between Fenning St and Weston St	2	2	38
Weston St between Melior St and St Thomas St	1	1	23
St Thomas St west of Weston St	1	1	23
Snowsfields	1	0	10

6.143 The assessments carried out above indicate that Option 1 will generate a very small number of taxi / drop off and collection trips on the local road network, including St Thomas Street, Fenning Street and Melior Street.

Option 2

6.144 The trip generation assessments undertaken as part of this report indicate that Option 2 is estimated to generate around 1 taxi / drop off and collection trip per hour during the morning and evening peak periods and around 6 taxi / drop off and collection trips per day, on average.

6.145 Based on the above and the assumptions set out for Option 1, the estimated taxi / drop off and collection flows on the roads contained within the study area are as follows:

Table 6.27: OPTION 2 – Taxi / Drop Off and Collection Trip Distribution Assumptions

Link Name	AM Peak Hour	PM Peak Hour	AADT
St Thomas St between Snowsfields and Fenning St	1	1	3
St Thomas St between Fenning St and Weston St	0	0	1
Fenning St between St Thomas St and Melior St	0	0	2
Melior St between Fenning St and Weston St	0	0	2
Weston St between Melior St and St Thomas St	0	0	1
St Thomas St west of Weston St	0	0	1
Snowsfields	0	0	1

6.146 It is clear from the above that the potential number of taxi / drop off and collection trips associated with Option 2 will be very small.

Summary

6.147 Based on the above assessments, it is considered that both Option 1 and Option 2 will generate a negligible number of taxi / drop off and collection trips on the roads surrounding the site during peak hour periods and over the course of a day, on average.

6.148 The number of trips will not have a noticeable or material effect on the operation of the local road network especially as peak hour and daily traffic flows on the roads within the vicinity of the site are very low (as demonstrated earlier in this report), these vehicles will occupy road space within the vicinity of the site for a short period of time, and therefore there will be minimal interaction between vehicles being used to drop off and pick up patients / visitors and other road users.

6.149 In addition, the existing meanwhile site uses (which include retail and restaurant uses) are likely to generate some existing taxi / drop off and collection trips in the area. These existing trips will be removed from the local area as part of the proposed development.

6.150 Furthermore, a proportion of the taxi / drop off and collection trips associated with the proposed uses will already be operating on the local highway network serving nearby developments.

6.151 There will be space on Fenning Street and Melior Street (if required) for the anticipated number of drop offs and collections and additional space on Snowsfields and Weston Street and beyond, if additional space is required. It is considered that there is space for around 2 cars to drop off or pick up on the section of single yellow line located on the east side of Fenning Street, south of the loading bays proposed as part of the Edge / Becket House scheme, and space for a further circa 5 cars to drop off or pick up from the single yellow line controls on the south side of Melior Street within the vicinity of Fenning Street. As such, there is sufficient space within the vicinity of the site for the anticipated number of drop offs and collections to take place safely. In addition, licensed black cabs will be able to use St Thomas Street if necessary during quiet times.

6.152 Based on the above, there is enough space to accommodate the peak number of trips associated with the proposed development.

6.153 In conclusion, it is considered that the small number of taxi / drop off and collection trips associated with the proposals could easily be accommodated within the single yellow line waiting areas located along Fenning Street and Melior Street or from available spaces in Snowsfields.

6.154 Given the above, no further analysis is considered necessary to support the proposed development.

Deliveries and Servicing

6.155 As highlighted earlier in this report, the 2021 proposed development incorporates a dedicated on-site loading / unloading area accessed from a new footway crossover on Snowsfields. The previous proposal incorporated a loading / unloading area on Fenning Street.

6.156 The updated proposed servicing strategy was discussed in a meeting with the LBS Highways Officer on 30th November 2020 during which the Officer confirmed that from a traffic and transport perspective the proposed servicing solution is a positive change when compared with the previous option in so far as it relocated servicing activity from the public highway (including pedestrian footpath) on Fenning Street.

6.157 Following recent further discussions with the GLA, and in order to minimise any potential impact on the proposed public realm, the internal servicing area and the route to / from Snowsfields have been reduced in width as far as considered feasible taking into account the need to accommodate the swept paths of delivery and servicing vehicles including two-way movements.

6.158 Deliveries and servicing events will be carried out using vehicles up to 3.5 Tonnes maximum gross weight (mgw), e.g., transit vans.

6.159 As a result of the proposed servicing consolidation strategy set out below, servicing movements will be minimised in number and time managed through the implementation of a Delivery and Servicing Management Plan (referred to earlier and appended to this report) in order to facilitate a highy quality public realm. The majority of vehicles accessing the site will also be electric (and consequently emission free).

Delivery Consolidation

6.160 The site will operate with off-site consolidation. The primary role of delivery consolidation centres is to reorganise non-perishable goods in order to provide a more economic and environmentally friendly delivery strategy. The key functions of delivery consolidation are to;

- reduce the number of vehicles on the road network surrounding the site;
- improve vehicle capacity utilisation;
- undertake deliveries outside of peak hours; and,

- mitigate against missed deliveries through scheduling.

6.161 A consolidation scheme has been in place for Regent Street since 2008 and is operated by Clipper for The Crown Estate. The operation functions via a consolidation depot located outside of the congestion charging zone. The scheme has reduced vehicle movements to participating stores by up to 85%.

6.162 In order to minimise the number of deliveries generated by the site, it is proposed that where possible / feasible deliveries will be transferred to the site via a consolidation depot. It is anticipated that this operational strategy will be regulated via a suitably worded planning condition, which will ensure the site operates under the terms of the Delivery and Servicing Management Plan referred to above.

Delivery and Servicing Demand Assessment

6.163 Further to discussions with the GLA on this point, an assessment has been carried out that considers the potential delivery and servicing demand for Option 1 and Option 2 based on the following key assumptions:

Option 1

6.164 The estimated potential servicing demand associated with Option 1 has been based on the survey data contained within the TRICS database that has been used to derive trip generation estimates for the proposed development where relevant / appropriate.

6.165 Appendix N contains servicing data for an outpatient facility and it is this data that has been used to consider the servicing demand for the proposed medical space.

6.166 Office floor spaces typically generate deliveries by small to medium sized vehicles delivering products such as stationary supplies and water for water coolers, as well as bicycle and motorcycle couriers delivering urgent documents. It is assumed that the proposed office space and affordable workspace will generate around 0.2 delivery and servicing events per day per 100sqm of GEA floor area, on average. This is in accordance with the City of London's 'Servicing Proposal Assessment' which has been referred to on the basis that there is little / no service vehicle trip rates for comparable sites in TRICS.

6.167 The flexible retail / restaurant space has not all been allocated to a set unit size or by type of floor space, with the flexible retail / restaurant space accounting for a range of uses. Each type of retail / restaurant use will have a range of servicing needs according to the specific operation and ultimately the end user.

6.168 The restaurant space will require a range of supplies, such as; meat, fish, vegetables, fruit, salads, soft drinks, alcohol and dairy products, in addition to other ingredients such as cooking oil etc.

6.169 Against this background, trip rate data for light goods vehicles, other goods vehicles and public service vehicles contained within the TRICS report included in Appendix O has been referred to in order to estimate the delivery and servicing demand associated with the retail / restaurant space.

6.170 Based on the TRICS report included in Appendix P, it is assumed the delivery and servicing demand associated with the proposed community centre / use, given its scale, will be negligible in the context of the demand for the other uses.

Option 2

6.171 The servicing demand for the proposed office space, affordable workspace, retail and community uses has been estimated using the same assumptions as set out above, where relevant.

6.172 With regard to the proposed research and development use, given that there is limited / no servicing information contained within the TRICS database for this type of use, it has been assumed that this space will have a similar servicing demand and trip profile to the proposed office space.

Consolidation

6.173 In accordance with the previously submitted Transport Assessment, and based on the Clipper data referred to earlier, it is assumed that the proposed consolidation strategy will result in an 80% reduction in deliveries associated with the proposed uses, on average. This is considered reasonable given the 85% reduction that the consolidation system operated by Clipper for The Crown Estate has achieved.

Estimated Demand

6.174 The estimated delivery and servicing demand for the two development options based on the above assumptions is set out below.

Table 6.28: OPTION 1 - Estimated Daily Delivery and Servicing Trips (with Consolidation)						
Use	**Peak Daily**			**AADT**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Offices / Affordable Workspace	6	6	12	5	5	10
Outpatient	16	16	32	14	14	28
Retail / Restaurant and Community Centre	19	19	38	19	19	38
TOTAL	**41**	**41**	**82**	**38**	**38**	**76**

6.175 Based on the above, it is estimated that Option 1 has the potential to generate around 40 delivery and servicing events per day, on average (resulting in around 40 inbound trips and 40 outbound trips per day, on average).

Table 6.29: OPTION 2 - Estimated Daily Delivery and Servicing Trips (with Consolidation)						
Use	**Peak Daily**			**AADT**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Offices / Affordable Workspace and R&D	13	13	26	9	9	18
Retail / Restaurant and Community Centre	20	20	40	20	20	40
TOTAL	**33**	**33**	**66**	**29**	**29**	**58**

6.176 With reference to the above table, Option 2 is estimated to generate around 30 delivery and servicing events per day, on average (resulting in around 30 inbound trips and 30 outbound trips per day, on average).

6.177 It should be noted that during the weekend the office space, affordable workspace and research and development space is not anticipated to generate any delivery or servicing trips. The proposed outpatient space is not anticipated to generate any delivery or servicing trips on a Sunday.

Illustrative Delivery and Servicing Demand Scenarios

6.178 The following tables illustrate how the anticipated number of delivery and servicing events set out above could be managed to avoid peak periods for the public realm.

6.179 The following scenarios are based on the assumption that each of the proposed loading / unloading bays could accommodate up to around 2 to 3 vehicles per hour (based on an average vehicle dwell time of around 20 minutes during peak times for the loading and unloading area (based on guidance contained within the 'Servicing Proposal Assessment' document referred to earlier in this report).

Table 6.30: OPTION 1 – Illustrative Delivery and Servicing Demand Scenarios									
Time Range	**Scenario 1**			**Scenario 2**			**Scenario 3**		
	Bay 1	**Bay 2**	**Total**	**Bay 1**	**Bay 2**	**Total**	**Bay 1**	**Bay 2**	**Total**
07:00-08:00	2	3	5	2	3	5	MORNING / LUNCHTIME EVENT ACCESS CLOSED TO MOTOR VEHICLES		
08:00-09:00	3	2	5	3	2	5			
09:00-10:00	2	3	5	2	3	5			
10:00-11:00	3	2	5	3	2	5			
11:00-12:00	LUNCHTIME ACCESS CLOSED TO MOTOR VEHICLES			2	3	5			
12:00-13:00				3	2	5			
13:00-14:00				2	3	5			
14:00-15:00	3	2	5	3	2	5	2	3	5
15:00-16:00	2	3	5	AFTERNOON / EVENING EVENT ACCESS CLOSED TO MOTOR VEHICLES			3	2	5
16:00-17:00	3	2	5				2	3	5
17:00-18:00	2	3	5				3	2	5
18:00-19:00	EVENING ACCESS CLOSED TO MOTOR VEHICLES						2	3	5
19:00-20:00							3	2	5
20:00-21:00							2	3	5
21:00-22:00							3	2	5
TOTAL	**20**	**20**	**40**	**20**	**20**	**40**	**20**	**20**	**40**

6.180 It is clear from the above that for Option 1 the access to the servicing area will only need to be available to motor vehicles for up to around 8 hours per day. At all other times the access could be closed to motor vehicles.

Table 6.31: OPTION 2 – Illustrative Delivery and Servicing Demand Scenarios									
Time Range	**Scenario 1**			**Scenario 2**			**Scenario 3**		
	Bay 1	**Bay 2**	**Total**	**Bay 1**	**Bay 2**	**Total**	**Bay 1**	**Bay 2**	**Total**
07:00-08:00	2	3	5	2	3	5	MORNING / LUNCHTIME / ATERNOON EVENT ACCESS CLOSED TO MOTOR VEHICLES		
08:00-09:00	3	2	5	3	2	5			
09:00-10:00	2	3	5	2	3	5			
10:00-11:00	MORNING / LUNCHTIME ACCESS CLOSED TO MOTOR VEHICLES			3	2	5			
11:00-12:00				2	3	5			
12:00-13:00				3	2	5			
13:00-14:00				AFTERNOON / EVENING EVENT ACCESS CLOSED TO MOTOR VEHICLES					
14:00-15:00	3	2	5						
15:00-16:00	2	3	5						
16:00-17:00	3	2	5				2	3	5
17:00-18:00	EVENING ACCESS CLOSED TO MOTOR VEHICLES						3	2	5
18:00-19:00							2	3	5
19:00-20:00							3	2	5
20:00-21:00							2	3	5
21:00-22:00							3	2	5
TOTAL	**15**	**15**	**30**	**15**	**15**	**30**	**15**	**15**	**30**

6.181 The above table illustrates a number of ways in which the delivery and servicing demand for Option 2 could be accommodated over 6 hours.

6.182 It is clear from the above that by providing two loading / unloading bays within the proposed on-site servicing area, rather than one, there is a greater potential to reduce the period the access route needs to be available to delivery and servicing vehicles.

6.183 During the periods when the access route would be open / available for delivery and servicing vehicles the number of movements by small goods vehicles up to transit sized vehicles would be very low (at around 5 inbound movements and 5 outbound movements, per hour, on average). In addition, vehicles would only be travelling along the access route for a very short period of time. Therefore, there will be limited / negligible interaction between delivery and servicing vehicles and pedestrians.

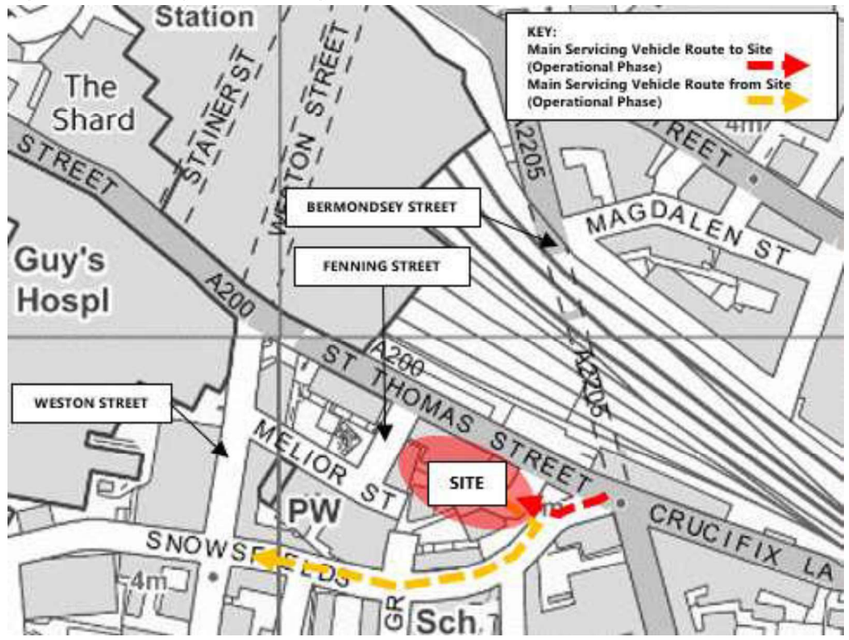
6.184 The above tables also demonstrate that there could be long periods when the access could be closed to motor vehicles. The hours when the access is available to motor vehicles could be identified in advance via the Delivery and Servicing Management Plan, referred to earlier, and vary depending on the anticipated use of the public realm.

6.185 Based on the above, it is considered that the proposed delivery and servicing access arrangements could be managed such that the potential effect on the public realm and pedestrians could be minimised with only a small number of transit vans using the proposed access route during agreed off-peak periods for the public realm.

Delivery and Servicing Routing

6.186 Delivery and service vehicles are anticipated to access the proposed on-site loading / unloading off Snowsfields from the junction of St Thomas Street and Snowsfields and leave the site in a southerly direction via Snowsfields as illustrated in **Figure 6.2** below.

Figure 6.2: Delivery and Servicing Vehicle Access Routes



6.187 The number of servicing and delivery vehicle movements outlined earlier in this report for Option 1 and Option 2 will be distributed onto Snowsfields based on the assumptions set out above.

Table 6.32: OPTION 1 – Delivery and Servicing Vehicle Trip Distribution Assumptions

Link Name	AM Peak Hour	PM Peak Hour	AADT
St Thomas St between Snowsfields and Fenning St	0	0	0
St Thomas St between Fenning St and Weston St	0	0	0
Fenning St between St Thomas St and Melior St	0	0	0
Melior St between Fenning St and Weston St	0	0	0
Weston St between Melior St and St Thomas St	0	0	0
St Thomas St west of Weston St	0	0	0
Snowsfields	4	4	38

Table 6.33: OPTION 2 – Delivery and Servicing Vehicle Trip Distribution Assumptions

Link Name	AM Peak Hour	PM Peak Hour	AADT
St Thomas St between Snowsfields and Fenning St	0	0	0
St Thomas St between Fenning St and Weston St	0	0	0
Fenning St between St Thomas St and Melior St	0	0	0
Melior St between Fenning St and Weston St	0	0	0
Weston St between Melior St and St Thomas St	0	0	0
St Thomas St west of Weston St	0	0	0
Snowsfields	3	3	29

6.188 As highlighted earlier in this report, it is assumed that deliveries and servicing events will be carried out using a range of goods vehicles up to medium sized transit (3.5 Tonne) vans.

6.189 The estimated number of delivery and servicing vehicle movements associated with the site set out above are very low and will not have a noticeable effect on the operation of the highway network, especially as traffic flows on the roads that surround the site are low and that the existing uses already generate some vehicle movements including delivery and servicing movements.

6.190 Given the above, no further analysis of the effect of the proposed development on local traffic flows is required or considered necessary to support the 2021 proposed development.

7 MITIGATION MEASURES

7.1 As outlined earlier in this report, if planning permission is granted, the following measures will be implemented at the site in order to mitigate any traffic and transport impacts associated with the proposed development:

- The introduction of a Framework Employee Travel Plan to encourage the uptake of sustainable modes of travel and, in particular, active modes and London River Boat Services. This will reduce the potential impact of the proposals on the nearby London Underground, rail and bus services.
- Public realm improvements
- The creation of a pedestrian link between Fenning Street and Vinegar Yard.
- Pedestrian improvements to St Thomas Street, Fenning Street and Vinegar Yard.
- Cycle parking to London Plan standards.
- The creation of a new on-site loading / unloading bay.
- Zero on-site car parking facilities.
- The creation of two on-street dedicated blue-badge holder bays close to the site.
- Implementation of a Delivery and Servicing Management Plan.
- Provision of a Construction Environmental Management Plan.

7.2 The final versions of the Framework Travel Plan (see proposed draft at Appendix J), the Delivery and Servicing Management Plan (see proposed draft at Appendix K) and a Construction Environmental Management Plan can be secured and regulated via suitably worded planning conditions or planning obligations, as necessary / appropriate.

8 SUMMARY AND CONCLUSION

Summary

8.1 The transport impacts of the 2021 proposed development have been considered in relation to the surrounding highway network and concludes that given that the updated scheme will be car-free (except for two on-street disabled parking bays) there will be, applying paragraph 111 of the NPPF, a negligible impact on the operation of the surrounding hlocal ighway network.

8.2 Deliveries, servicing and refuse collection will be accommodated on-site in accordance with policy requirements, additionally deliveries will be effectively managed.

8.3 The updated scheme offers the opportunity to significantly improve the public realm within / through the site and these improvements will mitigate the increase in pedestrians accessing the site.

8.4 It is necessary for the northern section of Vinegar Yard to be stopped up in order to enable the implementation of the 2021 proposed development to be carried out and to facilitate associated public realm and pedestrian environment enhancements. It is proposed that a permissive route will be provided off Snowsfields to connect with the southern section of Vinegar Yard which will remain adopted highway.

8.5 The transport impacts of the 2021 proposed development have also been considered in relation to existing public transport services and concludes that there will be no material impact on public transport services associated with the 2021 proposed development.

8.6 The 2021 proposed development includes a Framework Employee Travel Plan and a proposed Delivery and Servicing Management Plan which can be secured by either a suitably worded planning condition or planning obligation.

8.7 The site's existing public transport facilities combined with the absence of general car parking provision, and cycle parking to London Plan policy standards will maximise the sustainability of the site in accordance with local, regional and national policy and will promote a sustainable transport development.

8.8 Overall, therefore, for the reasons above, it is therefore considered that the 2021 proposed development will be in accordance with relevant applicable transport policy and guidance and

that the proposals will be appropriate for the site, and could be successfully accommodated by the local transport network and existing public transport facilities.

Conclusion

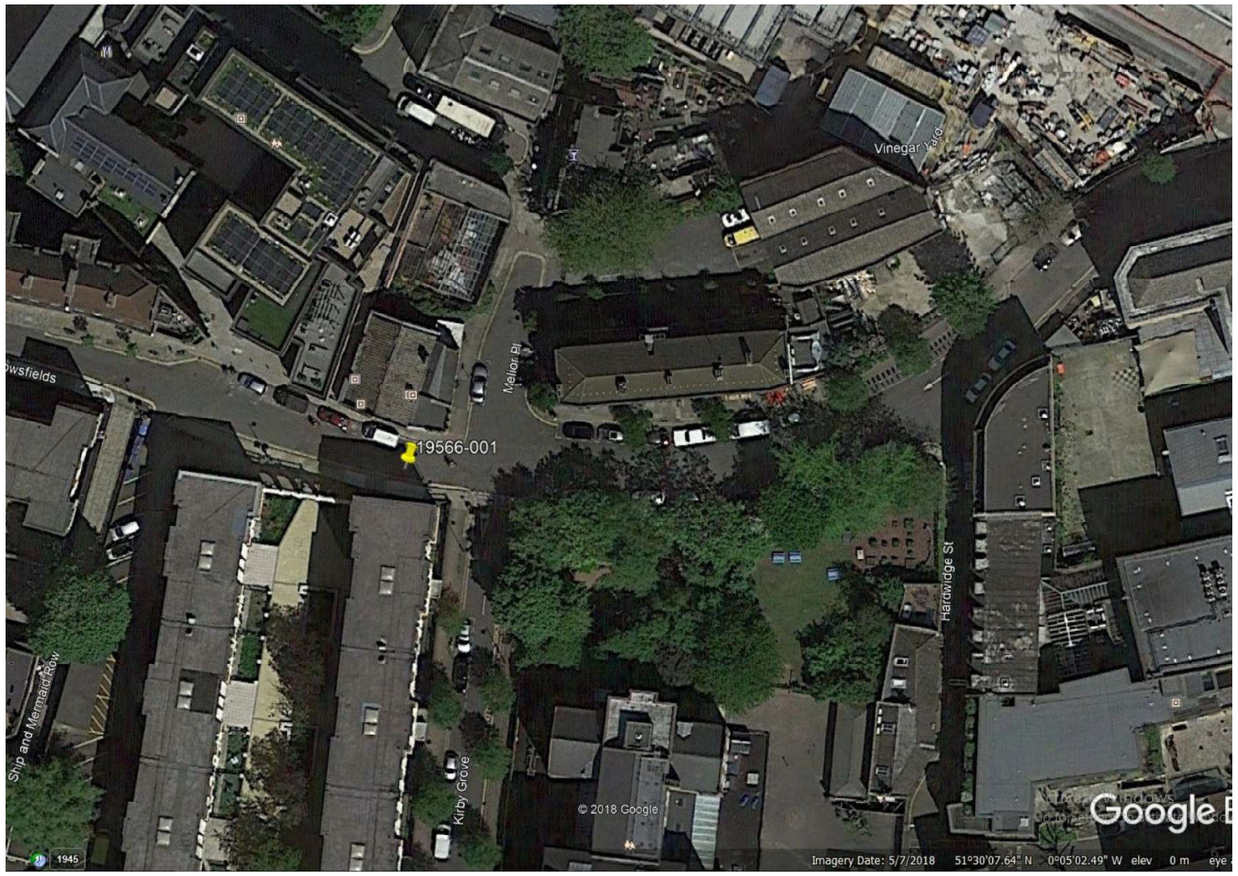
8.9 In conclusion, it is considered, that for the reasons set out above, that the 2021 proposed development is suitable for the location and that it fully accords with relevant national, regional and local transport policy objectives.

Appendix A

ATC Survey Data

Automatic Traffic Counts Classification Scheme

Length Type	Axles	Groups	Vehicle Type Description	ARX Classification Class		Parameters	Dominant Vehicle
	Light Vehicles						
Short up to 5.5m	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	d(1) < 1.7 and axles = 2	
	2	1 or 2	Short Saloon, Hatchback, Estate, 4WD, Pick-Up, Light Van, Bicycle, Motorcycle, etc.	SV	2	d(1) > 1.7m. d(1) < = 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, d(1) > 2.1m. d(1) < = 3.2m. d(2) > = 2.1m and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	d(1) > 3.2m and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	d(1) > 3.2m. axles = 3 and groups = 3	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or rigid vehicle and trailer	ART3	7	d(1) > 3.2m. Axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or rigid vehicle and trailer	ART4	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups < 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or rigid vehicle and trailer	ART5	9	axles = 6 and groups > 2 or axles 6 and groups = 3	
	> = 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or rigid vehicle and trailer	ART6	10	axles = 6 and groups >2 or axles > 6 and groups = 3	
	Ungrouped classes						
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		



Advanced Transport Research

Report Id - CustomList-2155
Site Name - 19566-001
Description - !SNOWFIELDS SE1 [30m]
Direction - East

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0300	1	0	1	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	1	1	0	0	0	0	0	0	0	0	0	
0600	3	1	2	0	0	0	0	0	0	0	0	
0700	4	4	0	0	0	0	0	0	0	0	0	
0800	17	14	2	0	0	0	1	0	0	0	0	
0900	11	11	0	0	0	0	0	0	0	0	0	
1000	5	4	1	0	0	0	0	0	0	0	0	
1100	6	2	4	0	0	0	0	0	0	0	0	
1200	5	4	1	0	0	0	0	0	0	0	0	
1300	6	6	0	0	0	0	0	0	0	0	0	
1400	7	7	0	0	0	0	0	0	0	0	0	
1500	9	6	3	0	0	0	0	0	0	0	0	
1600	8	6	2	0	0	0	0	0	0	0	0	
1700	12	10	2	0	0	0	0	0	0	0	0	
1800	17	15	2	0	0	0	0	0	0	0	0	
1900	8	6	2	0	0	0	0	0	0	0	0	
2000	10	9	1	0	0	0	0	0	0	0	0	
2100	1	0	0	0	0	0	1	0	0	0	0	
2200	6	6	0	0	0	0	0	0	0	0	0	
2300	4	4	0	0	0	0	0	0	0	0	0	
07-19	**107**	**89**	**17**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
06-22	**129**	**105**	**22**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
06-00	**139**	**115**	**22**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
00-00	**142**	**117**	**23**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0100	1	1	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
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0700	9	7	2	0	0	0	0	0	0	0	0	
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0900	18	13	4	0	0	0	1	0	0	0	0	
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1400	3	3	0	0	0	0	0	0	0	0	0	
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1600	6	1	4	0	0	0	1	0	0	0	0	
1700	14	13	1	0	0	0	0	0	0	0	0	
1800	9	8	1	0	0	0	0	0	0	0	0	
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2200	2	2	0	0	0	0	0	0	0	0	0	
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07-19	**96**	**75**	**19**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
06-22	**108**	**84**	**22**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
06-00	**114**	**90**	**22**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
00-00	**121**	**94**	**25**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	

15 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0100	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
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1600	5	4	0	0	0	1	0	0	0	0	0	
1700	11	11	0	0	0	0	0	0	0	0	0	
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06-22	**106**	**89**	**15**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	

06-00	**115**	**98**	**15**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	
00-00	**121**	**103**	**16**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	

16 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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2200	1	1	0	0	0	0	0	0	0	0	0	
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06-22	**102**	**85**	**15**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	
06-00	**105**	**87**	**16**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	
00-00	**109**	**89**	**17**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	

17 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0200	1	0	1	0	0	0	0	0	0	0	0	
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0700	1	1	0	0	0	0	0	0	0	0	0	
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07-19	**31**	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**42**	**29**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	
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18 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0200	1	1	0	0	0	0	0	0	0	0	0	
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1400	0	0	0	0	0	0	0	0	0	0	0	
1500	5	1	3	0	0	0	1	0	0	0	0	
1600	2	1	1	0	0	0	0	0	0	0	0	
1700	4	3	1	0	0	0	0	0	0	0	0	
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07-19	**23**	**11**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
06-22	**27**	**15**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	
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00-00	**32**	**19**	**10**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	

19 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0100	0	0	0	0	0	0	0	0	0	0	0	
0200	3	1	2	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	2	1	0	0	0	0	1	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	
0700	5	4	0	0	0	0	1	0	0	0	0	
0800	15	15	0	0	0	0	0	0	0	0	0	
0900	7	7	0	0	0	0	0	0	0	0	0	
1000	2	1	1	0	0	0	0	0	0	0	0	
1100	5	4	1	0	0	0	0	0	0	0	0	
1200	0	0	0	0	0	0	0	0	0	0	0	
1300	2	2	0	0	0	0	0	0	0	0	0	
1400	5	4	1	0	0	0	0	0	0	0	0	
1500	8	6	2	0	0	0	0	0	0	0	0	
1600	1	1	0	0	0	0	0	0	0	0	0	
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1900	5	4	1	0	0	0	0	0	0	0	0	
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2100	1	1	0	0	0	0	0	0	0	0	0	
2200	3	1	2	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	
07-19	**61**	**53**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
06-22	**72**	**61**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
06-00	**75**	**62**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
00-00	**80**	**64**	**14**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	1	1	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	1	1	0	0	0	0	0	0	0	0	0	
0600	2	2	1	0	0	0	0	0	0	0	0	
0700	3	3	0	0	0	0	0	0	0	0	0	
0800	11	9	2	0	0	0	0	0	0	0	0	
0900	10	8	2	0	0	0	0	0	0	0	0	
1000	3	3	1	0	0	0	0	0	0	0	0	
1100	5	3	2	0	0	0	0	0	0	0	0	
1200	2	2	0	0	0	0	0	0	0	0	0	
1300	4	3	1	0	0	0	0	0	0	0	0	
1400	4	4	0	0	0	0	0	0	0	0	0	
1500	6	4	2	0	0	0	0	0	0	0	0	
1600	4	3	1	0	0	0	0	0	0	0	0	
1700	9	8	1	0	0	0	0	0	0	0	0	
1800	10	9	1	0	0	0	0	0	0	0	0	
1900	5	4	1	0	0	0	0	0	0	0	0	
2000	4	3	1	0	0	0	0	0	0	0	0	
2100	1	1	0	0	0	0	0	0	0	0	0	
2200	3	2	0	0	0	0	0	0	0	0	0	
2300	2	2	0	0	0	0	0	0	0	0	0	
07-19	**71**	**58**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
06-22	**84**	**67**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
06-00	**89**	**71**	**16**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	
00-00	**94**	**74**	**18**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	80	64	14	0	0	0	2	0	0	0	0	
Tue	142	117	23	0	0	0	2	0	0	0	0	
Wed	121	94	25	0	0	0	2	0	0	0	0	
Thu	121	103	16	0	0	1	1	0	0	0	0	
Fri	109	89	17	0	0	1	2	0	0	0	0	
|Sat	54	34	19	0	0	1	0	0	0	0	0	
|Sun	32	19	10	0	0	1	2	0	0	0	0	
--	**659**	**520**	**124**	**0**	**0**	**4**	**11**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	**659**	**520**	**124**	**0**	**0**	**4**	**11**	**0**	**0**	**0**	**0**	

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	1	0	0	0	0	0	0	0	0	0	0
0700	0	4	0	0	0	0	0	0	0	0	0	0
0800	3	11	3	0	0	0	0	0	0	0	0	0
0900	3	5	3	0	0	0	0	0	0	0	0	0
1000	1	3	1	0	0	0	0	0	0	0	0	0
1100	0	6	0	0	0	0	0	0	0	0	0	0
1200	0	3	2	0	0	0	0	0	0	0	0	0
1300	1	4	1	0	0	0	0	0	0	0	0	0
1400	0	6	0	1	0	0	0	0	0	0	0	0
1500	1	6	1	0	1	0	0	0	0	0	0	0
1600	3	4	1	0	0	0	0	0	0	0	0	0
1700	1	11	0	0	0	0	0	0	0	0	0	0
1800	1	14	2	0	0	0	0	0	0	0	0	0
1900	2	6	0	0	0	0	0	0	0	0	0	0
2000	4	5	1	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0
2300	1	2	0	1	0	0	0	0	0	0	0	0
07-19	**14**	**77**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**23**	**89**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**27**	**94**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**27**	**95**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	0	2	0	0	0	0	0	0	0	0	0
0100	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	2	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	3	1	0	0	0	0	0	0	0	0	0
0700	2	7	0	0	0	0	0	0	0	0	0	0
0800	4	14	1	0	0	0	0	0	0	0	0	0
0900	4	13	1	0	0	0	0	0	0	0	0	0
1000	1	1	0	0	0	0	0	0	0	0	0	0
1100	3	2	0	0	0	0	0	0	0	0	0	0
1200	0	1	0	0	0	0	0	0	0	0	0	0
1300	1	2	0	0	0	0	0	0	0	0	0	0
1400	1	1	1	0	0	0	0	0	0	0	0	0
1500	3	4	0	0	0	0	0	0	0	0	0	0
1600	4	2	0	0	0	0	0	0	0	0	0	0
1700	1	12	1	0	0	0	0	0	0	0	0	0
1800	1	8	0	0	0	0	0	0	0	0	0	0
1900	0	4	0	0	0	0	0	0	0	0	0	0
2000	1	2	0	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0
07-19	**25**	**67**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**26**	**77**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**29**	**79**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**30**	**83**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	1	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	2	2	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0800	3	9	1	0	0	0	0	0	0	0	0	0
0900	3	11	3	0	0	0	0	0	0	0	0	0
1000	1	6	0	0	0	0	0	0	0	0	0	0
1100	4	1	0	0	0	0	0	0	0	0	0	0
1200	2	2	0	0	0	0	0	0	0	0	0	0
1300	0	4	0	0	0	0	0	0	0	0	0	0
1400	0	1	0	0	0	0	0	0	0	0	0	0
1500	0	6	0	0	0	0	0	0	0	0	0	0
1600	0	4	1	0	0	0	0	0	0	0	0	0
1700	4	7	0	0	0	0	0	0	0	0	0	0
1800	5	10	0	0	0	0	0	0	0	0	0	0
1900	2	7	0	0	0	0	0	0	0	0	0	0
2000	2	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	5	0	0	0	0	0	0	0	0	0	0
2300	0	3	1	0	0	0	0	0	0	0	0	0
07-19	**22**	**61**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**26**	**73**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

06-00	**26**	**81**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**28**	**84**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0
0600	0	5	1	0	0	0	0	0	0	0	0	0
0700	1	3	1	0	0	0	0	0	0	0	0	0
0800	2	9	0	0	0	0	0	0	0	0	0	0
0900	3	10	1	0	0	0	0	0	0	0	0	0
1000	1	4	0	0	0	0	0	0	0	0	0	0
1100	3	4	0	0	0	0	0	0	0	0	0	0
1200	2	3	0	0	0	0	0	0	0	0	0	0
1300	1	2	1	0	0	0	0	0	0	0	0	0
1400	2	6	0	0	0	0	0	0	0	0	0	0
1500	0	3	0	0	0	0	0	0	0	0	0	0
1600	0	5	0	0	0	0	0	0	0	0	0	0
1700	3	11	1	0	0	0	0	0	0	0	0	0
1800	1	6	3	0	0	0	0	0	0	0	0	0
1900	0	3	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**19**	**66**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**19**	**75**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**20**	**77**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**22**	**78**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0
0500	0	2	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	0	0	0	0	0	0
0800	2	1	0	0	0	0	0	0	0	0	0	0
0900	0	1	0	0	0	0	0	0	0	0	0	0
1000	0	2	0	0	0	0	0	0	0	0	0	0
1100	1	1	0	0	0	0	0	0	0	0	0	0
1200	0	1	0	0	0	0	0	0	0	0	0	0
1300	0	2	1	0	0	0	0	0	0	0	0	0
1400	1	3	0	0	0	0	0	0	0	0	0	0
1500	2	3	2	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	1	0	0	0	0	0	0	0	0	0	0
1800	2	2	1	0	0	0	0	0	0	0	0	0
1900	0	4	0	0	0	0	0	0	0	0	0	0
2000	0	4	1	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**9**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**10**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**12**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**18**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0
0900	1	1	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1100	1	1	0	0	0	0	0	0	0	0	0	0
1200	1	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	2	1	0	0	0	0	0	0	0	0	0
1600	0	2	0	0	0	0	0	0	0	0	0	0
1700	2	1	0	0	1	0	0	0	0	0	0	0
1800	0	1	1	1	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
2000	0	2	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	0	0	0	0	0	0
07-19	**11**	**8**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**12**	**10**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**12**	**12**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**12**	**14**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	2	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	4	0	0	0	0	0	0	0	0	0	0
0800	9	5	1	0	0	0	0	0	0	0	0	0
0900	1	6	0	0	0	0	0	0	0	0	0	0
1000	0	2	0	0	0	0	0	0	0	0	0	0
1100	1	4	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	2	0	0	0	0	0	0	0	0	0	0
1400	0	5	0	0	0	0	0	0	0	0	0	0
1500	0	8	0	0	0	0	0	0	0	0	0	0
1600	0	1	0	0	0	0	0	0	0	0	0	0
1700	0	3	0	0	0	0	0	0	0	0	0	0
1800	2	6	0	0	0	0	0	0	0	0	0	0
1900	2	3	0	0	0	0	0	0	0	0	0	0
2000	0	4	1	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	3	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**14**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**16**	**54**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**16**	**57**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**18**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	2	1	0	0	0	0	0	0	0	0	0
0700	1	3	0	0	0	0	0	0	0	0	0	0
0800	3	7	1	0	0	0	0	0	0	0	0	0
0900	2	7	1	0	0	0	0	0	0	0	0	0
1000	1	3	0	0	0	0	0	0	0	0	0	0
1100	2	3	0	0	0	0	0	0	0	0	0	0
1200	1	1	0	0	0	0	0	0	0	0	0	0
1300	1	2	0	0	0	0	0	0	0	0	0	0
1400	1	3	0	0	0	0	0	0	0	0	0	0
1500	1	5	1	0	0	0	0	0	0	0	0	0
1600	1	3	0	0	0	0	0	0	0	0	0	0
1700	2	7	0	0	0	0	0	0	0	0	0	0
1800	2	7	1	0	0	0	0	0	0	0	0	0
1900	1	4	0	0	0	0	0	0	0	0	0	0
2000	1	3	0	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	2	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0
07-19	**16**	**49**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**19**	**58**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**20**	**61**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**22**	**64**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
Mon	18	60	2	0	0	0	0	0	0	0	0	0
Tue	27	95	16	3	1	0	0	0	0	0	0	0
Wed	30	83	7	1	0	0	0	0	0	0	0	0
Thu	28	84	9	0	0	0	0	0	0	0	0	0
Fri	22	78	9	0	0	0	0	0	0	0	0	0
|Sat	18	31	5	0	0	0	0	0	0	0	0	0
|Sun	12	14	4	1	1	0	0	0	0	0	0	0
--	**155**	**445**	**52**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
--	**155**	**445**	**52**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	20.4	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	15.8	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.2	-	0	0	0	0	0	0
0	0	9.1	-	0	0	0	0	0	0
0	0	12.8	-	0	0	0	0	0	0
0	0	13.4	17	0	0	0	0	0	0
0	0	11.8	15.6	0	0	0	0	0	0
0	0	12.3	-	0	0	0	0	0	0
0	0	12.1	-	0	0	0	0	0	0
0	0	13.3	-	0	0	0	0	0	0
0	0	13.2	-	0	0	0	0	0	0
0	0	14.2	-	0	0	0	0	0	0
0	0	14.3	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	11.6	13.2	0	0	0	0	0	0
0	0	12.8	15	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	11.4	-	0	0	0	0	0	0
0	0	9	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	14.8	-	0	0	0	0	0	0
0	**0**	**12.7**	**15.2**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**12.4**	**14.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**12.4**	**14.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**12.5**	**15**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	13.6	-	0	0	0	0	0	0
0	0	14.4	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	13.8	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	13	-	0	0	0	0	0	0
0	0	10.8	-	0	0	0	0	0	0
0	0	11.1	14.1	0	0	0	0	0	0
0	0	11.1	13.1	0	0	0	0	0	0
0	0	9.4	-	0	0	0	0	0	0
0	0	8.9	-	0	0	0	0	0	0
0	0	14.8	-	0	0	0	0	0	0
0	0	10.3	-	0	0	0	0	0	0
0	0	12.3	-	0	0	0	0	0	0
0	0	10.3	-	0	0	0	0	0	0
0	0	10.2	-	0	0	0	0	0	0
0	0	12.6	14.7	0	0	0	0	0	0
0	0	12.5	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	11.1	-	0	0	0	0	0	0
0	0	10.7	-	0	0	0	0	0	0
0	0	11.4	-	0	0	0	0	0	0
0	0	12.7	-	0	0	0	0	0	0
0	**0**	**11.2**	**14**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.3**	**13.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.3**	**13.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.5**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	12.1	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	8.7	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.6	-	0	0	0	0	0	0
0	0	14.6	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.5	14.2	0	0	0	0	0	0
0	0	12	15.2	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	8.6	-	0	0	0	0	0	0
0	0	11.1	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	10.3	-	0	0	0	0	0	0
0	0	12.7	-	0	0	0	0	0	0
0	0	13.6	-	0	0	0	0	0	0
0	0	11.3	13.2	0	0	0	0	0	0
0	0	10.1	12.1	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	10	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	13.2	-	0	0	0	0	0	0
0	0	14.3	-	0	0	0	0	0	0
0	**0**	**11.4**	**13.5**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.5**	**13.8**	**0**	**0**	**0**	**0**	**0**	**0**

0	**0**	**11.7**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.6**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	-	-	0	0	0	0	0	0
0	0	16	-	0	0	0	0	0	0
0	0	6.9	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	8.7	-	0	0	0	0	0	0
0	0	12.3	-	0	0	0	0	0	0
0	0	12.4	-	0	0	0	0	0	0
0	0	10.9	13.6	0	0	0	0	0	0
0	0	11.9	13.9	0	0	0	0	0	0
0	0	11.3	-	0	0	0	0	0	0
0	0	9.7	-	0	0	0	0	0	0
0	0	11.3	-	0	0	0	0	0	0
0	0	12.6	-	0	0	0	0	0	0
0	0	11.5	-	0	0	0	0	0	0
0	0	12.7	-	0	0	0	0	0	0
0	0	12	-	0	0	0	0	0	0
0	0	12.2	15	0	0	0	0	0	0
0	0	11.4	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	12.9	-	0	0	0	0	0	0
0	0	7.8	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	**0**	**11.7**	**14.3**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.8**	**14.2**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.7**	**14.2**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.7**	**14.2**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	9.5	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	9.8	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.7	-	0	0	0	0	0	0
0	0	6.6	-	0	0	0	0	0	0
0	0	10.3	-	0	0	0	0	0	0
0	0	12.4	-	0	0	0	0	0	0

0	0	10.3	-	0	0	0	0	0	0
0	0	14.6	-	0	0	0	0	0	0
0	0	12.9	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	12.8	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	9.7	-	0	0	0	0	0	0
0	0	10	-	0	0	0	0	0	0
0	0	12.3	-	0	0	0	0	0	0
0	0	14	-	0	0	0	0	0	0
0	0	9.1	-	0	0	0	0	0	0
0	0	11.2	-	0	0	0	0	0	0
0	0	9.3	-	0	0	0	0	0	0
0	**0**	**11**	**14.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.4**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.4**	**14.7**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.2**	**14.5**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	13.3	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.6	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	5.1	-	0	0	0	0	0	0
0	0	10.1	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.1	-	0	0	0	0	0	0
0	0	8	-	0	0	0	0	0	0
0	0	8.7	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.5	-	0	0	0	0	0	0
0	0	13	-	0	0	0	0	0	0
0	0	14.1	-	0	0	0	0	0	0
0	0	16.6	-	0	0	0	0	0	0
0	0	14.4	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	17.9	-	0	0	0	0	0	0
0	**0**	**11.7**	**16.3**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.9**	**17.5**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**12.1**	**17.9**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**12.1**	**17.9**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	10.3	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	8.9	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.6	-	0	0	0	0	0	0
0	0	10	11.8	0	0	0	0	0	0
0	0	12	-	0	0	0	0	0	0
0	0	12.4	-	0	0	0	0	0	0
0	0	10.5	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	11.5	-	0	0	0	0	0	0
0	0	12.5	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	13.4	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	10.1	-	0	0	0	0	0	0
0	0	10.1	-	0	0	0	0	0	0
0	0	13.2	-	0	0	0	0	0	0
0	0	12.9	-	0	0	0	0	0	0
0	0	13.5	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	**0**	**11.2**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.3**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.3**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	12.4	-	0	0	0	0	0	0
0	0	15.2	-	0	0	0	0	0	0
0	0	9.7	-	0	0	0	0	0	0
0	0	12.2	-	0	0	0	0	0	0
0	0	10.9	-	0	0	0	0	0	0
0	0	10.1	-	0	0	0	0	0	0
0	0	12.4	-	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	11.2	14.1	0	0	0	0	0	0
0	0	11.6	-	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	10	-	0	0	0	0	0	0
0	0	12	-	0	0	0	0	0	0
0	0	11.9	-	0	0	0	0	0	0
0	0	12.3	-	0	0	0	0	0	0
0	0	12.4	-	0	0	0	0	0	0
0	0	11.7	-	0	0	0	0	0	0
0	0	12	-	0	0	0	0	0	0
0	0	11.8	-	0	0	0	0	0	0
0	0	11.8	-	0	0	0	0	0	0
0	0	11.9	-	0	0	0	0	0	0
0	0	10.6	-	0	0	0	0	0	0
0	0	11.8	-	0	0	0	0	0	0
0	0	13.5	-	0	0	0	0	0	0
0	**0**	**11.7**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.7**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.8**	**14.1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**11.7**	**14.3**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	11.3	13.4	0	0	0	0	0	0
0	0	12.5	15	0	0	0	0	0	0
0	0	11.5	14.1	0	0	0	0	0	0
0	0	11.6	14.1	0	0	0	0	0	0
0	0	11.7	14.2	0	0	0	0	0	0
0	0	11.2	14.5	0	0	0	0	0	0
0	0	12.1	17.9	0	0	0	0	0	0
0	**0**	**11.7**	**14.3**	**0**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	**0**	**11.7**	**14.3**	**0**	**0**	**0**	**0**	**0**	**0**

Advanced Transport Research

Report Id - CustomList-2155
Site Name - 19566-001
Description - !SNOWFIELDS SE1 [30m]
Direction - West

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	20	2	16	0	1	1	0	0	0	0	0	
0100	18	2	15	0	1	0	0	0	0	0	0	
0200	10	1	4	0	4	1	0	0	0	0	0	
0300	9	1	5	0	2	1	0	0	0	0	0	
0400	21	0	12	0	8	1	0	0	0	0	0	
0500	22	1	17	0	3	1	0	0	0	0	0	
0600	59	8	36	0	15	0	0	0	0	0	0	
0700	84	22	47	0	11	2	2	0	0	0	0	
0800	105	32	65	0	7	0	0	0	0	0	1	
0900	109	30	58	0	17	1	2	0	1	0	0	
1000	104	12	74	0	15	3	0	0	0	0	0	
1100	111	16	72	0	20	3	0	0	0	0	0	
1200	109	18	73	1	15	0	2	0	0	0	0	
1300	99	21	65	0	11	2	0	0	0	0	0	
1400	64	8	43	0	12	1	0	0	0	0	0	
1500	107	24	72	0	8	3	0	0	0	0	0	
1600	89	27	52	0	10	0	0	0	0	0	0	
1700	96	45	44	1	4	0	2	0	0	0	0	
1800	115	48	59	0	4	1	3	0	0	0	0	
1900	79	36	40	0	2	1	0	0	0	0	0	
2000	78	23	48	0	3	1	2	0	1	0	0	
2100	58	13	38	0	4	2	0	0	1	0	0	
2200	39	6	28	0	3	2	0	0	0	0	0	
2300	27	7	19	0	0	0	1	0	0	0	0	
07-19	**1192**	**303**	**724**	**2**	**134**	**16**	**11**	**0**	**1**	**0**	**1**	
06-22	**1466**	**383**	**886**	**2**	**158**	**20**	**13**	**0**	**3**	**0**	**1**	
06-00	**1532**	**396**	**933**	**2**	**161**	**22**	**14**	**0**	**3**	**0**	**1**	
00-00	**1632**	**403**	**1002**	**2**	**180**	**27**	**14**	**0**	**3**	**0**	**1**	

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	25	2	18	0	2	3	0	0	0	0	0	
0100	12	1	8	0	2	1	0	0	0	0	0	
0200	11	1	9	0	1	0	0	0	0	0	0	
0300	11	1	9	0	0	1	0	0	0	0	0	
0400	15	1	9	0	4	1	0	0	0	0	0	
0500	14	1	8	0	4	1	0	0	0	0	0	
0600	44	9	24	0	7	4	0	0	0	0	0	
0700	102	21	63	0	13	3	2	0	0	0	0	
0800	113	47	50	0	9	5	0	0	1	1	0	
0900	123	28	66	1	24	2	1	1	0	0	0	
1000	113	13	67	0	30	1	0	0	2	0	0	
1100	88	9	59	0	17	3	0	0	0	0	0	
1200	89	11	57	1	14	5	1	0	0	0	0	
1300	85	21	53	0	11	0	0	0	0	0	0	
1400	93	21	58	2	7	2	0	0	3	0	0	
1500	91	20	56	0	10	4	0	0	0	1	0	
1600	82	21	46	0	13	2	0	0	0	0	0	
1700	118	54	54	1	6	2	1	0	0	0	0	
1800	119	36	75	1	0	4	2	0	1	0	0	
1900	81	24	51	0	6	0	0	0	0	0	0	
2000	105	28	66	0	5	6	0	0	0	0	0	
2100	53	15	37	0	1	0	0	0	0	0	0	
2200	65	12	52	0	0	1	0	0	0	0	0	
2300	39	6	29	0	2	2	0	0	0	0	0	
07-19	**1216**	**302**	**704**	**6**	**154**	**33**	**7**	**1**	**7**	**2**	**0**	
06-22	**1499**	**378**	**882**	**6**	**173**	**43**	**7**	**1**	**7**	**2**	**0**	
06-00	**1603**	**396**	**963**	**6**	**175**	**46**	**7**	**1**	**7**	**2**	**0**	
00-00	**1691**	**403**	**1024**	**6**	**188**	**53**	**7**	**1**	**7**	**2**	**0**	

15 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	13	0	10	0	1	2	0	0	0	0	0	
0100	14	0	14	0	0	0	0	0	0	0	0	
0200	16	0	14	0	2	0	0	0	0	0	0	
0300	10	0	9	0	0	1	0	0	0	0	0	
0400	25	1	17	0	6	1	0	0	0	0	0	
0500	23	0	17	0	4	2	0	0	0	0	0	
0600	56	5	35	0	14	2	0	0	0	0	0	
0700	84	23	40	0	14	5	1	0	1	0	0	
0800	109	35	49	0	17	5	1	0	1	1	0	
0900	106	28	59	0	14	4	0	0	1	0	0	
1000	123	20	70	0	28	4	1	0	0	0	0	
1100	112	11	74	2	20	4	1	0	0	0	0	
1200	107	23	56	1	23	4	0	0	0	0	0	
1300	98	20	62	0	14	2	0	0	0	0	0	
1400	75	21	35	2	15	2	0	0	0	0	0	
1500	117	25	74	0	16	2	0	0	0	0	0	
1600	80	22	49	0	7	1	1	0	0	0	0	
1700	123	46	67	1	6	1	1	0	0	1	0	
1800	125	62	57	0	2	4	0	0	0	0	0	
1900	89	37	46	0	2	2	2	0	0	0	0	
2000	93	27	63	0	3	0	0	0	0	0	0	
2100	58	18	38	0	1	1	0	0	0	0	0	
2200	54	11	41	0	1	0	0	0	0	1	0	
2300	43	2	37	0	2	1	0	0	0	0	1	
07-19	**1259**	**336**	**692**	**6**	**176**	**38**	**6**	**0**	**3**	**2**	**0**	
06-22	**1555**	**423**	**874**	**6**	**196**	**43**	**8**	**0**	**3**	**2**	**0**	

06-00	**1652**	**436**	**952**	**6**	**199**	**44**	**8**	**0**	**4**	**2**	**1**	
00-00	**1753**	**437**	**1033**	**6**	**212**	**50**	**8**	**0**	**4**	**2**	**1**	

16 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	47	2	41	0	2	2	0	0	0	0	0	
0100	29	1	23	0	1	4	0	0	0	0	0	
0200	23	0	21	0	0	2	0	0	0	0	0	
0300	10	1	8	0	1	0	0	0	0	0	0	
0400	19	1	13	0	4	1	0	0	0	0	0	
0500	18	0	15	0	3	0	0	0	0	0	0	
0600	48	4	29	0	8	7	0	0	0	0	0	
0700	68	13	43	0	8	3	1	0	0	0	0	
0800	100	31	51	0	10	7	1	0	0	0	0	
0900	102	22	65	0	13	2	0	0	0	0	0	
1000	99	14	69	0	13	3	0	0	0	0	0	
1100	114	25	66	0	18	4	0	0	0	0	1	
1200	100	21	60	0	14	4	1	0	0	0	0	
1300	77	17	45	1	10	2	1	0	1	0	0	
1400	74	15	46	0	10	1	1	0	1	0	0	
1500	108	21	74	1	8	3	1	0	0	0	0	
1600	88	21	54	0	10	2	0	0	0	0	1	
1700	99	52	41	1	4	1	0	0	0	0	0	
1800	107	42	57	0	4	2	2	0	0	0	0	
1900	90	30	56	0	2	2	0	0	0	0	0	
2000	80	20	53	0	2	4	1	0	0	0	0	
2100	64	22	38	0	2	2	0	0	0	0	0	
2200	69	10	57	0	0	2	0	0	0	0	0	
2300	60	4	54	0	1	1	0	0	0	0	0	
07-19	**1136**	**294**	**671**	**3**	**122**	**34**	**8**	**0**	**2**	**0**	**2**	
06-22	**1418**	**370**	**847**	**3**	**136**	**49**	**9**	**0**	**2**	**0**	**2**	
06-00	**1547**	**384**	**958**	**3**	**137**	**52**	**9**	**0**	**2**	**0**	**2**	
00-00	**1693**	**389**	**1079**	**3**	**148**	**61**	**9**	**0**	**2**	**0**	**2**	

17 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	67	7	60	0	0	0	0	0	0	0	0	
0100	46	3	37	1	1	4	0	0	0	0	0	
0200	22	2	19	0	0	0	1	0	0	0	0	
0300	11	0	10	0	1	0	0	0	0	0	0	
0400	17	1	15	0	1	0	0	0	0	0	0	
0500	13	1	11	0	0	1	0	0	0	0	0	
0600	15	1	11	0	3	0	0	0	0	0	0	
0700	28	0	21	0	5	2	0	0	0	0	0	
0800	50	10	28	0	6	5	1	0	0	0	0	
0900	54	5	39	0	7	3	0	0	0	0	0	
1000	44	7	29	0	7	1	0	0	0	0	0	
1100	60	9	48	0	2	1	0	0	0	0	0	
1200	77	15	50	0	9	3	0	0	0	0	0	
1300	78	19	56	0	2	1	0	0	0	0	0	
1400	68	15	47	1	3	2	0	0	0	0	0	
1500	78	30	42	0	3	3	0	0	0	0	0	
1600	55	12	39	0	2	1	1	0	0	0	0	
1700	77	22	54	0	0	1	0	0	0	0	0	
1800	74	15	56	1	0	2	0	0	0	0	0	
1900	73	14	55	1	2	1	0	0	0	0	0	
2000	74	19	52	3	0	0	0	0	0	0	0	
2100	59	8	51	0	0	0	0	0	0	0	0	
2200	73	4	67	2	0	0	0	0	0	0	0	
2300	57	8	49	0	0	0	0	0	0	0	0	
07-19	**743**	**159**	**509**	**2**	**46**	**25**	**2**	**0**	**0**	**0**	**0**	
06-22	**964**	**201**	**678**	**6**	**51**	**26**	**2**	**0**	**0**	**0**	**0**	
06-00	**1094**	**213**	**794**	**8**	**51**	**26**	**2**	**0**	**0**	**0**	**0**	
00-00	**1270**	**227**	**946**	**9**	**54**	**31**	**3**	**0**	**0**	**0**	**0**	

18 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	55	3	49	0	0	3	0	0	0	0	0	
0100	25	1	24	0	0	0	0	0	0	0	0	
0200	28	0	28	0	0	0	0	0	0	0	0	
0300	15	0	15	0	0	0	0	0	0	0	0	
0400	19	0	19	0	0	0	0	0	0	0	0	
0500	13	2	11	0	0	0	0	0	0	0	0	
0600	10	0	9	0	0	1	0	0	0	0	0	
0700	23	0	21	0	1	1	0	0	0	0	0	
0800	18	2	14	0	2	0	0	0	0	0	0	
0900	43	4	36	0	3	0	0	0	0	0	0	
1000	50	6	40	0	3	1	0	0	0	0	0	
1100	46	7	31	0	6	2	0	0	0	0	0	
1200	50	8	35	1	5	0	0	0	1	0	0	
1300	49	8	38	0	0	3	0	0	0	0	0	
1400	47	7	35	0	1	1	3	0	0	0	0	
1500	65	22	40	0	2	1	0	0	0	0	0	
1600	57	11	45	0	0	1	0	0	0	0	0	
1700	71	14	52	1	1	1	2	0	0	0	0	
1800	67	23	41	0	2	1	0	0	0	0	0	
1900	52	21	28	1	0	1	1	0	0	0	0	
2000	59	15	42	0	0	2	0	0	0	0	0	
2100	40	8	28	0	3	1	0	0	0	0	0	
2200	34	4	29	0	1	0	0	0	0	0	0	
2300	26	2	23	0	0	0	0	0	1	0	0	
07-19	**586**	**112**	**428**	**2**	**26**	**12**	**5**	**0**	**1**	**0**	**0**	
06-22	**747**	**156**	**535**	**3**	**29**	**17**	**6**	**0**	**1**	**0**	**0**	
06-00	**807**	**162**	**587**	**3**	**30**	**17**	**6**	**0**	**2**	**0**	**0**	
00-00	**962**	**168**	**733**	**3**	**30**	**20**	**6**	**0**	**2**	**0**	**0**	

19 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	17	1	16	0	0	0	0	0	0	0	0	
0100	6	2	3	0	0	1	0	0	0	0	0	
0200	9	1	7	0	1	0	0	0	0	0	0	
0300	5	0	5	0	0	0	0	0	0	0	0	
0400	15	1	11	0	3	0	0	0	0	0	0	
0500	11	0	8	0	3	0	0	0	0	0	0	
0600	44	2	34	0	2	5	1	0	0	0	0	
0700	80	14	46	0	12	5	3	0	0	0	0	
0800	122	39	66	0	11	6	0	0	0	0	0	
0900	103	23	59	1	14	5	1	0	0	0	0	
1000	89	10	66	0	10	3	0	0	0	0	0	
1100	117	13	86	0	12	5	1	0	0	0	0	
1200	80	13	50	2	13	2	0	0	0	0	0	
1300	73	14	50	0	8	1	0	0	0	0	0	
1400	75	13	51	1	9	1	0	0	0	0	0	
1500	83	14	60	0	7	2	0	0	0	0	0	
1600	84	24	52	0	5	3	0	0	0	0	0	
1700	102	41	54	0	3	3	0	0	0	1	0	
1800	106	33	67	0	0	5	1	0	0	0	0	
1900	88	24	59	0	4	1	0	0	0	0	0	
2000	75	18	53	0	2	2	0	0	0	0	0	
2100	49	14	33	0	1	1	0	0	0	0	0	
2200	28	10	17	0	0	1	0	0	0	0	0	
2300	29	5	20	0	4	0	0	0	0	0	0	
07-19	**1114**	**251**	**707**	**4**	**104**	**41**	**6**	**0**	**0**	**1**	**0**	
06-22	**1370**	**309**	**886**	**4**	**113**	**50**	**7**	**0**	**0**	**1**	**0**	
06-00	**1427**	**324**	**923**	**4**	**117**	**51**	**7**	**0**	**0**	**1**	**0**	
00-00	**1490**	**329**	**973**	**4**	**124**	**52**	**7**	**0**	**0**	**1**	**0**	

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	35	2	30	0	1	2	0	0	0	0	0	
0100	21	1	18	0	1	1	0	0	0	0	0	
0200	17	1	15	0	1	0	0	0	0	0	0	
0300	10	0	9	0	1	0	0	0	0	0	0	
0400	19	1	14	0	4	1	0	0	0	0	0	
0500	16	1	12	0	2	1	0	0	0	0	0	
0600	39	4	25	0	7	3	0	0	0	0	0	
0700	67	13	40	0	9	3	1	0	0	0	0	
0800	88	28	46	0	9	4	0	0	0	0	0	
0900	91	20	55	0	13	2	1	0	0	0	0	
1000	89	12	59	0	15	2	0	0	0	0	0	
1100	93	13	62	0	14	3	0	0	0	0	0	
1200	87	16	54	1	13	3	1	0	0	0	0	
1300	80	17	53	0	8	2	0	0	0	0	0	
1400	71	14	45	1	8	1	1	0	1	0	0	
1500	93	22	60	0	8	3	0	0	0	0	0	
1600	76	20	48	0	7	1	0	0	0	0	0	
1700	98	39	52	1	3	1	1	0	0	0	0	
1800	102	37	59	0	2	3	1	0	0	0	0	
1900	79	27	48	0	3	1	0	0	0	0	0	
2000	81	21	54	0	2	2	0	0	0	0	0	
2100	54	14	38	0	2	1	0	0	0	0	0	
2200	52	8	42	0	1	1	0	0	0	0	0	
2300	40	5	33	0	1	1	0	0	0	0	0	
07-19	**1035**	**251**	**634**	**4**	**109**	**28**	**6**	**0**	**2**	**1**	**0**	
06-22	**1288**	**317**	**798**	**4**	**122**	**35**	**7**	**0**	**2**	**1**	**0**	
06-00	**1380**	**330**	**873**	**5**	**124**	**37**	**8**	**0**	**3**	**1**	**1**	
00-00	**1499**	**337**	**970**	**5**	**134**	**42**	**8**	**0**	**3**	**1**	**1**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	1490	329	973	4	124	52	7	0	0	1	0	
Tue	1632	403	1002	2	180	27	14	0	3	0	1	
Wed	1691	403	1024	6	188	53	7	1	7	2	0	
Thu	1753	437	1033	6	212	50	8	0	4	2	1	
Fri	1693	389	1079	3	148	61	9	0	2	0	2	
|Sat	1270	227	946	9	54	31	3	0	0	0	0	
|Sun	962	168	733	3	30	20	6	0	2	0	0	
--	**10491**	**2356**	**6790**	**33**	**936**	**294**	**54**	**1**	**18**	**5**	**4**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	**10491**	**2356**	**6790**	**33**	**936**	**294**	**54**	**1**	**18**	**5**	**4**	

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	2	7	7	3	1	0	0	0	0	0	0	0
0100	0	9	6	3	0	0	0	0	0	0	0	0
0200	1	2	6	0	1	0	0	0	0	0	0	0
0300	0	6	3	0	0	0	0	0	0	0	0	0
0400	0	1	14	2	4	0	0	0	0	0	0	0
0500	1	3	8	6	3	1	0	0	0	0	0	0
0600	2	15	32	6	4	0	0	0	0	0	0	0
0700	5	29	39	9	2	0	0	0	0	0	0	0
0800	4	43	51	6	1	0	0	0	0	0	0	0
0900	5	61	29	12	2	0	0	0	0	0	0	0
1000	4	30	51	15	4	0	0	0	0	0	0	0
1100	4	46	45	11	5	0	0	0	0	0	0	0
1200	6	38	43	19	3	0	0	0	0	0	0	0
1300	5	34	40	15	4	1	0	0	0	0	0	0
1400	10	26	21	6	1	0	0	0	0	0	0	0
1500	10	30	50	15	1	1	0	0	0	0	0	0
1600	6	17	40	18	7	1	0	0	0	0	0	0
1700	4	40	30	18	2	2	0	0	0	0	0	0
1800	4	35	56	12	7	1	0	0	0	0	0	0
1900	4	28	40	5	2	0	0	0	0	0	0	0
2000	3	31	32	8	4	0	0	0	0	0	0	0
2100	2	13	29	8	5	1	0	0	0	0	0	0
2200	1	13	19	5	1	0	0	0	0	0	0	0
2300	1	11	12	2	1	0	0	0	0	0	0	0
07-19	**67**	**429**	**495**	**156**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**78**	**516**	**628**	**183**	**54**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**80**	**540**	**659**	**190**	**56**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**84**	**568**	**703**	**204**	**65**	**8**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	15	7	2	0	0	0	0	0	0	0	0
0100	2	0	9	0	1	0	0	0	0	0	0	0
0200	0	0	10	1	0	0	0	0	0	0	0	0
0300	0	6	4	1	0	0	0	0	0	0	0	0
0400	0	4	5	6	0	0	0	0	0	0	0	0
0500	1	2	8	2	1	0	0	0	0	0	0	0
0600	1	15	19	9	0	0	0	0	0	0	0	0
0700	4	35	49	13	1	0	0	0	0	0	0	0
0800	3	55	46	8	1	0	0	0	0	0	0	0
0900	7	55	47	13	0	1	0	0	0	0	0	0
1000	13	49	43	8	0	0	0	0	0	0	0	0
1100	5	24	38	17	4	0	0	0	0	0	0	0
1200	3	25	44	15	2	0	0	0	0	0	0	0
1300	4	25	37	16	3	0	0	0	0	0	0	0
1400	4	29	39	17	4	0	0	0	0	0	0	0
1500	2	23	38	20	6	2	0	0	0	0	0	0
1600	7	22	38	12	2	1	0	0	0	0	0	0
1700	6	46	41	19	5	0	1	0	0	0	0	0
1800	4	36	64	12	3	0	0	0	0	0	0	0
1900	2	16	42	16	5	0	0	0	0	0	0	0
2000	5	29	47	22	2	0	0	0	0	0	0	0
2100	2	13	21	14	3	0	0	0	0	0	0	0
2200	2	22	31	7	2	1	0	0	0	0	0	0
2300	2	8	16	12	1	0	0	0	0	0	0	0
07-19	**62**	**424**	**524**	**170**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**72**	**497**	**653**	**231**	**41**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**76**	**527**	**700**	**250**	**44**	**5**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**80**	**554**	**743**	**262**	**46**	**5**	**1**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	2	2	7	1	0	0	0	0	0	0	0
0100	1	2	8	3	0	0	0	0	0	0	0	0
0200	1	2	8	4	0	1	0	0	0	0	0	0
0300	0	5	3	0	2	0	0	0	0	0	0	0
0400	0	0	11	13	1	0	0	0	0	0	0	0
0500	0	2	11	8	2	0	0	0	0	0	0	0
0600	1	10	17	24	4	0	0	0	0	0	0	0
0700	3	34	33	12	1	1	0	0	0	0	0	0
0800	4	47	53	5	0	0	0	0	0	0	0	0
0900	10	46	39	9	2	0	0	0	0	0	0	0
1000	17	39	54	10	2	1	0	0	0	0	0	0
1100	9	35	55	12	1	0	0	0	0	0	0	0
1200	4	38	46	13	6	0	0	0	0	0	0	0
1300	3	15	51	23	4	1	1	0	0	0	0	0
1400	5	30	29	7	4	0	0	0	0	0	0	0
1500	8	33	50	18	7	1	0	0	0	0	0	0
1600	8	27	31	10	2	2	0	0	0	0	0	0
1700	4	49	42	22	5	1	0	0	0	0	0	0
1800	5	38	41	31	8	2	0	0	0	0	0	0
1900	3	23	32	22	8	1	0	0	0	0	0	0
2000	6	31	40	13	3	0	0	0	0	0	0	0
2100	8	16	25	6	2	1	0	0	0	0	0	0
2200	1	14	21	12	6	0	0	0	0	0	0	0
2300	0	2	26	13	2	0	0	0	0	0	0	0
07-19	**80**	**431**	**524**	**172**	**42**	**9**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**98**	**511**	**638**	**237**	**59**	**11**	**1**	**0**	**0**	**0**	**0**	**0**

06-00	**99**	**527**	**685**	**262**	**67**	**11**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**102**	**540**	**728**	**297**	**73**	**12**	**1**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	4	20	20	3	0	0	0	0	0	0	0	0
0100	3	10	12	4	0	0	0	0	0	0	0	0
0200	2	5	14	2	0	0	0	0	0	0	0	0
0300	1	2	6	1	0	0	0	0	0	0	0	0
0400	2	0	8	7	2	0	0	0	0	0	0	0
0500	0	0	4	14	0	0	0	0	0	0	0	0
0600	0	11	28	7	2	0	0	0	0	0	0	0
0700	3	12	36	15	2	0	0	0	0	0	0	0
0800	5	35	36	20	3	1	0	0	0	0	0	0
0900	6	42	43	9	2	0	0	0	0	0	0	0
1000	11	31	42	13	2	0	0	0	0	0	0	0
1100	3	27	51	29	4	0	0	0	0	0	0	0
1200	6	20	48	21	5	0	0	0	0	0	0	0
1300	2	16	34	17	7	1	0	0	0	0	0	0
1400	1	25	33	11	4	0	0	0	0	0	0	0
1500	3	31	53	18	3	0	0	0	0	0	0	0
1600	3	19	53	10	3	0	0	0	0	0	0	0
1700	8	30	48	9	4	0	0	0	0	0	0	0
1800	1	32	54	15	4	1	0	0	0	0	0	0
1900	4	25	35	22	4	0	0	0	0	0	0	0
2000	2	18	43	12	5	0	0	0	0	0	0	0
2100	1	10	35	16	2	0	0	0	0	0	0	0
2200	2	21	32	11	3	0	0	0	0	0	0	0
2300	3	14	26	16	1	0	0	0	0	0	0	0
07-19	**52**	**320**	**531**	**187**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**59**	**384**	**672**	**244**	**56**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**64**	**419**	**730**	**271**	**60**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**76**	**456**	**794**	**302**	**62**	**3**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	31	23	12	1	0	0	0	0	0	0	0
0100	6	14	19	7	0	0	0	0	0	0	0	0
0200	4	10	5	2	1	0	0	0	0	0	0	0
0300	0	3	8	0	0	0	0	0	0	0	0	0
0400	1	4	5	4	2	1	0	0	0	0	0	0
0500	0	1	10	0	2	0	0	0	0	0	0	0
0600	1	2	6	5	1	0	0	0	0	0	0	0
0700	0	5	10	10	3	0	0	0	0	0	0	0
0800	1	17	21	9	2	0	0	0	0	0	0	0
0900	2	23	23	6	0	0	0	0	0	0	0	0
1000	0	10	22	9	2	1	0	0	0	0	0	0

1100	2	10	35	13	0	0	0	0	0	0	0	0
1200	6	29	24	15	3	0	0	0	0	0	0	0
1300	2	17	35	20	3	0	1	0	0	0	0	0
1400	3	18	26	17	4	0	0	0	0	0	0	0
1500	5	21	39	8	3	2	0	0	0	0	0	0
1600	3	18	26	5	2	0	1	0	0	0	0	0
1700	2	21	29	17	7	0	1	0	0	0	0	0
1800	4	8	25	23	11	3	0	0	0	0	0	0
1900	5	32	27	5	3	1	0	0	0	0	0	0
2000	5	23	29	7	8	2	0	0	0	0	0	0
2100	7	26	13	12	1	0	0	0	0	0	0	0
2200	13	14	33	10	2	1	0	0	0	0	0	0
2300	1	12	29	12	3	0	0	0	0	0	0	0
07-19	**30**	**197**	**315**	**152**	**40**	**6**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**48**	**280**	**390**	**181**	**53**	**9**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**62**	**306**	**452**	**203**	**58**	**10**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**73**	**369**	**522**	**228**	**64**	**11**	**3**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	12	38	2	2	0	0	0	0	0	0	0
0100	0	5	17	3	0	0	0	0	0	0	0	0
0200	0	3	16	7	2	0	0	0	0	0	0	0
0300	0	0	12	3	0	0	0	0	0	0	0	0
0400	1	2	8	7	1	0	0	0	0	0	0	0
0500	0	3	6	3	1	0	0	0	0	0	0	0
0600	0	0	4	6	0	0	0	0	0	0	0	0
0700	1	3	13	5	1	0	0	0	0	0	0	0
0800	0	5	9	3	0	1	0	0	0	0	0	0
0900	3	7	19	11	3	0	0	0	0	0	0	0
1000	4	20	21	5	0	0	0	0	0	0	0	0
1100	1	14	22	7	1	1	0	0	0	0	0	0
1200	5	10	24	8	1	2	0	0	0	0	0	0
1300	7	10	19	10	3	0	0	0	0	0	0	0
1400	3	13	22	7	1	1	0	0	0	0	0	0
1500	6	21	23	12	2	1	0	0	0	0	0	0
1600	1	18	30	7	1	0	0	0	0	0	0	0
1700	1	21	27	13	7	2	0	0	0	0	0	0
1800	2	12	33	10	8	2	0	0	0	0	0	0
1900	2	7	15	18	9	1	0	0	0	0	0	0
2000	8	9	24	13	4	1	0	0	0	0	0	0
2100	2	3	17	12	4	2	0	0	0	0	0	0
2200	1	6	17	7	2	1	0	0	0	0	0	0
2300	0	4	18	3	1	0	0	0	0	0	0	0
07-19	**34**	**154**	**262**	**98**	**28**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**46**	**173**	**322**	**147**	**45**	**14**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**47**	**183**	**357**	**157**	**48**	**15**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**49**	**208**	**454**	**182**	**54**	**15**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	1	11	4	1	0	0	0	0	0	0	0
0100	1	1	3	1	0	0	0	0	0	0	0	0
0200	0	6	1	1	1	0	0	0	0	0	0	0
0300	0	0	1	3	1	0	0	0	0	0	0	0
0400	0	1	9	4	1	0	0	0	0	0	0	0
0500	0	1	5	4	1	0	0	0	0	0	0	0
0600	1	9	24	10	0	0	0	0	0	0	0	0
0700	3	22	40	14	1	0	0	0	0	0	0	0
0800	22	55	41	4	0	0	0	0	0	0	0	0
0900	8	53	35	7	0	0	0	0	0	0	0	0
1000	5	39	33	11	1	0	0	0	0	0	0	0
1100	4	40	60	12	1	0	0	0	0	0	0	0
1200	6	27	28	16	2	1	0	0	0	0	0	0
1300	8	25	24	15	1	0	0	0	0	0	0	0
1400	6	25	29	12	3	0	0	0	0	0	0	0
1500	3	28	32	18	2	0	0	0	0	0	0	0
1600	7	24	39	9	5	0	0	0	0	0	0	0
1700	6	39	42	12	2	1	0	0	0	0	0	0
1800	3	44	43	14	2	0	0	0	0	0	0	0
1900	12	27	37	10	2	0	0	0	0	0	0	0
2000	7	26	35	5	2	0	0	0	0	0	0	0
2100	4	15	20	8	2	0	0	0	0	0	0	0
2200	2	7	14	4	1	0	0	0	0	0	0	0
2300	0	6	15	7	1	0	0	0	0	0	0	0
07-19	**81**	**421**	**446**	**144**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**105**	**498**	**562**	**177**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**107**	**511**	**591**	**188**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**108**	**521**	**621**	**205**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	1	13	15	5	1	0	0	0	0	0	0	0
0100	2	6	11	3	0	0	0	0	0	0	0	0
0200	1	4	9	2	1	0	0	0	0	0	0	0
0300	0	3	5	1	0	0	0	0	0	0	0	0
0400	1	2	9	6	2	0	0	0	0	0	0	0
0500	0	2	7	5	1	0	0	0	0	0	0	0
0600	1	9	19	10	2	0	0	0	0	0	0	0
0700	3	20	31	11	2	0	0	0	0	0	0	0
0800	6	37	37	8	1	0	0	0	0	0	0	0
0900	6	41	34	10	1	0	0	0	0	0	0	0
1000	8	31	38	10	2	0	0	0	0	0	0	0
1100	4	28	44	14	2	0	0	0	0	0	0	0
1200	5	27	37	15	3	0	0	0	0	0	0	0
1300	4	20	34	17	4	0	0	0	0	0	0	0
1400	5	24	28	11	3	0	0	0	0	0	0	0
1500	5	27	41	16	3	1	0	0	0	0	0	0
1600	5	21	37	10	3	1	0	0	0	0	0	0
1700	4	35	37	16	5	1	0	0	0	0	0	0
1800	3	29	45	17	6	1	0	0	0	0	0	0
1900	5	23	33	14	5	0	0	0	0	0	0	0
2000	5	24	36	11	4	0	0	0	0	0	0	0
2100	4	14	23	11	3	1	0	0	0	0	0	0
2200	3	14	24	8	2	0	0	0	0	0	0	0
2300	1	8	20	9	1	0	0	0	0	0	0	0
07-19	**58**	**339**	**442**	**154**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**72**	**408**	**552**	**200**	**48**	**7**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**76**	**430**	**596**	**217**	**52**	**8**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**82**	**459**	**652**	**240**	**57**	**8**	**1**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
Mon	108	521	621	205	33	2	0	0	0	0	0	0
Tue	84	568	703	204	65	8	0	0	0	0	0	0
Wed	80	554	743	262	46	5	1	0	0	0	0	0
Thu	102	540	728	297	73	12	1	0	0	0	0	0
Fri	76	456	794	302	62	3	0	0	0	0	0	0
|Sat	73	369	522	228	64	11	3	0	0	0	0	0
|Sun	49	208	454	182	54	15	0	0	0	0	0	0
--	**572**	**3216**	**4565**	**1680**	**397**	**56**	**5**	**0**	**0**	**0**	**0**	**0**

Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
--	**572**	**3216**	**4565**	**1680**	**397**	**56**	**5**	**0**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	15.7	20.2	0	0	0	0	0	0
0	0	15.8	20	0	0	0	0	0	0
0	0	17.2	-	0	0	0	0	0	0
0	0	14.1	-	0	0	0	0	0	0
0	0	19.9	26	0	0	0	0	0	0
0	0	20.5	27	1	4.545	0	0	0	0
0	0	16.7	20.2	0	0	0	0	0	0
0	0	16	19.8	0	0	0	0	0	0
0	0	15.7	18.8	0	0	0	0	0	0
0	0	14.9	19.4	0	0	0	0	0	0
0	0	16.9	20.7	0	0	0	0	0	0
0	0	15.7	20	0	0	0	0	0	0
0	0	16.5	21.6	0	0	0	0	0	0
0	0	16.7	21	1	1.01	0	0	0	0
0	0	14.6	19.6	0	0	0	0	0	0
0	0	16.3	20.1	1	0.935	0	0	0	0
0	0	18	23.1	1	1.124	0	0	0	0
0	0	16.4	22.1	2	2.083	0	0	0	0
0	0	16.8	21.2	1	0.87	0	0	0	0
0	0	15.5	18.6	0	0	0	0	0	0
0	0	16.1	20.2	0	0	0	0	0	0
0	0	17.6	22.4	1	1.724	0	0	0	0
0	0	16.5	20.2	0	0	0	0	0	0
0	0	15.9	19.6	0	0	0	0	0	0
0	**0**	**16.2**	**20.6**	**6**	**0.503**	**0**	**0**	**0**	**0**
0	**0**	**16.3**	**20.4**	**7**	**0.477**	**0**	**0**	**0**	**0**
0	**0**	**16.3**	**20.4**	**7**	**0.457**	**0**	**0**	**0**	**0**
0	**0**	**16.4**	**20.4**	**8**	**0.49**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	14.5	19.9	0	0	0	0	0	0
0	0	17	20.2	0	0	0	0	0	0
0	0	17.8	19.4	0	0	0	0	0	0
0	0	15.7	20.5	0	0	0	0	0	0
0	0	18.3	24.5	0	0	0	0	0	0
0	0	17.9	23.4	0	0	0	0	0	0

0	0	16.7	21.1	0	0	0	0	0	0
0	0	16.3	19.9	0	0	0	0	0	0
0	0	15.1	18.5	0	0	0	0	0	0
0	0	15.2	19.2	1	0.813	0	0	0	0
0	0	14.5	18.9	0	0	0	0	0	0
0	0	17	21.3	0	0	0	0	0	0
0	0	16.9	20.4	0	0	0	0	0	0
0	0	16.8	21.4	0	0	0	0	0	0
0	0	17	22.4	0	0	0	0	0	0
0	0	18	22	2	2.198	0	0	0	0
0	0	16.3	20.2	1	1.22	0	0	0	0
0	0	16.6	21.8	1	0.847	1	0.847	0	0
0	0	16.2	19.6	0	0	0	0	0	0
0	0	17.8	21.7	0	0	0	0	0	0
0	0	16.8	20.7	0	0	0	0	0	0
0	0	18.1	23.6	0	0	0	0	0	0
0	0	16.8	20.3	1	1.538	0	0	0	0
0	0	17.8	23	0	0	0	0	0	0
0	**0**	**16.2**	**20.3**	**5**	**0.411**	**1**	**0.082**	**0**	**0**
0	**0**	**16.4**	**20.7**	**5**	**0.334**	**1**	**0.067**	**0**	**0**
0	**0**	**16.5**	**20.7**	**6**	**0.374**	**1**	**0.062**	**0**	**0**
0	**0**	**16.5**	**20.7**	**6**	**0.355**	**1**	**0.059**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	20	24.5	0	0	0	0	0	0
0	0	17.4	22.2	0	0	0	0	0	0
0	0	19.3	24.5	1	6.25	0	0	0	0
0	0	16.7	-	0	0	0	0	0	0
0	0	20.4	23.9	0	0	0	0	0	0
0	0	19	23.3	0	0	0	0	0	0
0	0	19.2	22.6	0	0	0	0	0	0
0	0	16.4	20.6	1	1.19	0	0	0	0
0	0	15.1	17.7	0	0	0	0	0	0
0	0	15.1	18.7	0	0	0	0	0	0
0	0	15.2	19.3	1	0.813	0	0	0	0
0	0	15.7	19	0	0	0	0	0	0
0	0	16.4	20.3	0	0	0	0	0	0
0	0	18.3	22	2	2.041	1	1.02	0	0
0	0	15.8	20.4	0	0	0	0	0	0
0	0	17.1	21.3	1	0.855	0	0	0	0
0	0	16.1	20.4	2	2.5	0	0	0	0
0	0	16.6	20.9	1	0.813	0	0	0	0
0	0	17.6	23	2	1.6	0	0	0	0
0	0	18.2	23.1	1	1.124	0	0	0	0
0	0	16.2	20.9	0	0	0	0	0	0
0	0	16.1	20.9	1	1.724	0	0	0	0
0	0	18.3	24.2	0	0	0	0	0	0
0	0	19.3	23.6	0	0	0	0	0	0
0	**0**	**16.3**	**20.4**	**10**	**0.794**	**1**	**0.079**	**0**	**0**
0	**0**	**16.5**	**20.9**	**12**	**0.772**	**1**	**0.064**	**0**	**0**

0	**0**	**16.6**	**21**	**12**	**0.726**	**1**	**0.061**	**0**	**0**
0	**0**	**16.8**	**21.2**	**13**	**0.742**	**1**	**0.057**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	14.9	18.7	0	0	0	0	0	0
0	0	15.1	20	0	0	0	0	0	0
0	0	16.5	19.8	0	0	0	0	0	0
0	0	16.7	-	0	0	0	0	0	0
0	0	19.2	24.2	0	0	0	0	0	0
0	0	20.7	23.8	0	0	0	0	0	0
0	0	17.7	20.8	0	0	0	0	0	0
0	0	17.3	21.4	0	0	0	0	0	0
0	0	16.4	21	1	1	0	0	0	0
0	0	15.4	19	0	0	0	0	0	0
0	0	15.9	20.1	0	0	0	0	0	0
0	0	17.9	21.6	0	0	0	0	0	0
0	0	17.2	20.7	0	0	0	0	0	0
0	0	18.5	21.9	1	1.299	0	0	0	0
0	0	16.9	20.5	0	0	0	0	0	0
0	0	17	20.7	0	0	0	0	0	0
0	0	17	20	0	0	0	0	0	0
0	0	15.7	19.6	0	0	0	0	0	0
0	0	17.1	20.9	1	0.935	0	0	0	0
0	0	17.3	22.8	0	0	0	0	0	0
0	0	17.6	21.4	0	0	0	0	0	0
0	0	18.1	23.7	0	0	0	0	0	0
0	0	16.3	20.7	0	0	0	0	0	0
0	0	17	21.3	0	0	0	0	0	0
0	**0**	**16.8**	**20.9**	**3**	**0.264**	**0**	**0**	**0**	**0**
0	**0**	**17**	**21**	**3**	**0.212**	**0**	**0**	**0**	**0**
0	**0**	**17**	**21**	**3**	**0.194**	**0**	**0**	**0**	**0**
0	**0**	**16.9**	**21**	**3**	**0.177**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	16.3	20.8	0	0	0	0	0	0
0	0	15.3	20.9	0	0	0	0	0	0
0	0	14.7	20.6	0	0	0	0	0	0
0	0	15.8	17.8	0	0	0	0	0	0
0	0	18.1	25.1	1	5.882	0	0	0	0
0	0	18.2	24.4	0	0	0	0	0	0
0	0	18.3	24	0	0	0	0	0	0
0	0	19.3	23.9	0	0	0	0	0	0
0	0	16.9	21.3	0	0	0	0	0	0
0	0	15.8	19.5	0	0	0	0	0	0
0	0	17.9	22.8	1	2.273	0	0	0	0
0	0	17.3	21.4	0	0	0	0	0	0
0	0	16.3	20.5	0	0	0	0	0	0
0	0	18.1	23	1	1.282	1	1.282	0	0
0	0	17.9	22.9	0	0	0	0	0	0
0	0	16.6	20.2	2	2.564	0	0	0	0
0	0	16.4	19.9	1	1.818	1	1.818	0	0
0	0	17.8	22.9	1	1.299	1	1.299	0	0
0	0	19.8	26.6	3	4.054	0	0	0	0
0	0	15.4	19.1	1	1.37	0	0	0	0
0	0	17.1	24	2	2.703	0	0	0	0
0	0	15.2	21.8	0	0	0	0	0	0
0	0	16.3	21.1	1	1.37	0	0	0	0
0	0	17.8	21.5	0	0	0	0	0	0
0	**0**	**17.5**	**22.3**	**9**	**1.211**	**3**	**0.404**	**0**	**0**
0	**0**	**17.2**	**22.2**	**12**	**1.245**	**3**	**0.311**	**0**	**0**
0	**0**	**17.1**	**21.9**	**13**	**1.188**	**3**	**0.274**	**0**	**0**
0	**0**	**17**	**21.7**	**14**	**1.102**	**3**	**0.236**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	16.8	19.6	0	0	0	0	0	0
0	0	16.9	19.4	0	0	0	0	0	0
0	0	18.9	23.1	0	0	0	0	0	0
0	0	17.8	21.3	0	0	0	0	0	0
0	0	19.4	24.3	0	0	0	0	0	0
0	0	19.1	24.2	0	0	0	0	0	0
0	0	20.2	-	0	0	0	0	0	0
0	0	18.2	21.7	0	0	0	0	0	0
0	0	17.4	22.3	1	5.556	0	0	0	0
0	0	18.3	22.4	0	0	0	0	0	0
0	0	15.4	18.7	0	0	0	0	0	0
0	0	16.7	20.4	1	2.174	0	0	0	0
0	0	17.1	21.4	2	4	0	0	0	0
0	0	16.9	22.6	0	0	0	0	0	0
0	0	16.7	20.4	1	2.128	0	0	0	0
0	0	16.5	22.6	1	1.538	0	0	0	0
0	0	16.4	19.7	0	0	0	0	0	0
0	0	18	24.4	2	2.817	0	0	0	0
0	0	18.8	25.1	2	2.985	0	0	0	0
0	0	20.3	26.3	1	1.923	0	0	0	0
0	0	17.7	24.1	1	1.695	0	0	0	0
0	0	19.8	26	2	5	0	0	0	0
0	0	18.3	22.7	1	2.941	0	0	0	0
0	0	17.4	21	0	0	0	0	0	0
0	**0**	**17.2**	**22**	**10**	**1.706**	**0**	**0**	**0**	**0**
0	**0**	**17.6**	**22.7**	**14**	**1.874**	**0**	**0**	**0**	**0**
0	**0**	**17.6**	**22.7**	**15**	**1.859**	**0**	**0**	**0**	**0**
0	**0**	**17.7**	**22.6**	**15**	**1.559**	**0**	**0**	**0**	**0**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	19.1	21.9	0	0	0	0	0	0
0	0	16.6	-	0	0	0	0	0	0
0	0	16	-	0	0	0	0	0	0
0	0	22.3	-	0	0	0	0	0	0
0	0	19.5	23	0	0	0	0	0	0
0	0	19.8	24.4	0	0	0	0	0	0
0	0	17.2	20.7	0	0	0	0	0	0
0	0	16.8	20.6	0	0	0	0	0	0
0	0	13.8	17.5	0	0	0	0	0	0
0	0	14.4	18	0	0	0	0	0	0
0	0	15.5	19.9	0	0	0	0	0	0
0	0	16	19.3	0	0	0	0	0	0
0	0	16.6	22	1	1.25	0	0	0	0
0	0	16.1	20.3	0	0	0	0	0	0
0	0	16.1	21.4	0	0	0	0	0	0
0	0	16.7	21.8	0	0	0	0	0	0
0	0	16.5	20.9	0	0	0	0	0	0
0	0	16	20	1	0.98	0	0	0	0
0	0	16	20	0	0	0	0	0	0
0	0	15.3	19.6	0	0	0	0	0	0
0	0	15.5	19.3	0	0	0	0	0	0
0	0	16.2	20.9	0	0	0	0	0	0
0	0	16.7	23.1	0	0	0	0	0	0
0	0	17.9	23	0	0	0	0	0	0
0	0	15.8	20	2	0.18	0	0	0	0
0	0	15.8	20	2	0.146	0	0	0	0
0	0	15.9	20.1	2	0.14	0	0	0	0
0	0	16	20.2	2	0.134	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	16.3	20.2	0	0	0	0	0	0
0	0	16	19.9	0	0	0	0	0	0
0	0	17.2	21.6	0	0.84	0	0	0	0
0	0	16.7	20.3	0	0	0	0	0	0
0	0	19.4	24.1	0	0.763	0	0	0	0
0	0	19.4	24.1	0	0.877	0	0	0	0
0	0	17.7	21.4	0	0	0	0	0	0
0	0	16.8	20.9	0	0.213	0	0	0	0
0	0	15.4	18.9	0	0.324	0	0	0	0
0	0	15.3	19.4	0	0.156	0	0	0	0
0	0	15.7	19.8	0	0.322	0	0	0	0
0	0	16.5	20.6	0	0.154	0	0	0	0
0	0	16.7	21	0	0.49	0	0	0	0
0	0	17.4	21.6	1	0.894	0	0.358	0	0
0	0	16.5	21.4	0	0.202	0	0	0	0
0	0	16.9	21.4	1	1.079	0	0	0	0
0	0	16.7	20.8	1	0.935	0	0.187	0	0
0	0	16.7	21.4	1	1.166	0	0.292	0	0
0	0	17.3	21.7	1	1.262	0	0	0	0
0	0	17	22.1	0	0.543	0	0	0	0
0	0	16.7	21	0	0.532	0	0	0	0
0	0	17.2	22.4	1	1.05	0	0	0	0
0	0	16.9	21.5	0	0.829	0	0	0	0
0	0	17.6	21.9	0	0	0	0	0	0
0	0	16.5	20.7	6	0.621	1	0.069	0	0
0	0	16.6	20.9	8	0.61	1	0.055	0	0
0	0	16.6	21	8	0.6	1	0.052	0	0
0	0	16.7	21	9	0.581	1	0.048	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	16	20.2	2	0.134	0	0	0	0
0	0	16.4	20.4	8	0.49	0	0	0	0
0	0	16.5	20.7	6	0.355	1	0.059	0	0
0	0	16.8	21.2	13	0.742	1	0.057	0	0
0	0	16.9	21	3	0.177	0	0	0	0
0	0	17	21.7	14	1.102	3	0.236	0	0
0	0	17.7	22.6	15	1.559	0	0	0	0
0	0	16.7	21	61	0.581	5	0.048	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	16.7	21	61	0.581	5	0.048	0	0

Appendix B

Video Survey Data

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19566 Snowfields, SE1

Site Number/Name: St Thomas Street/ Fenning Street

Client: Caneparo Associates

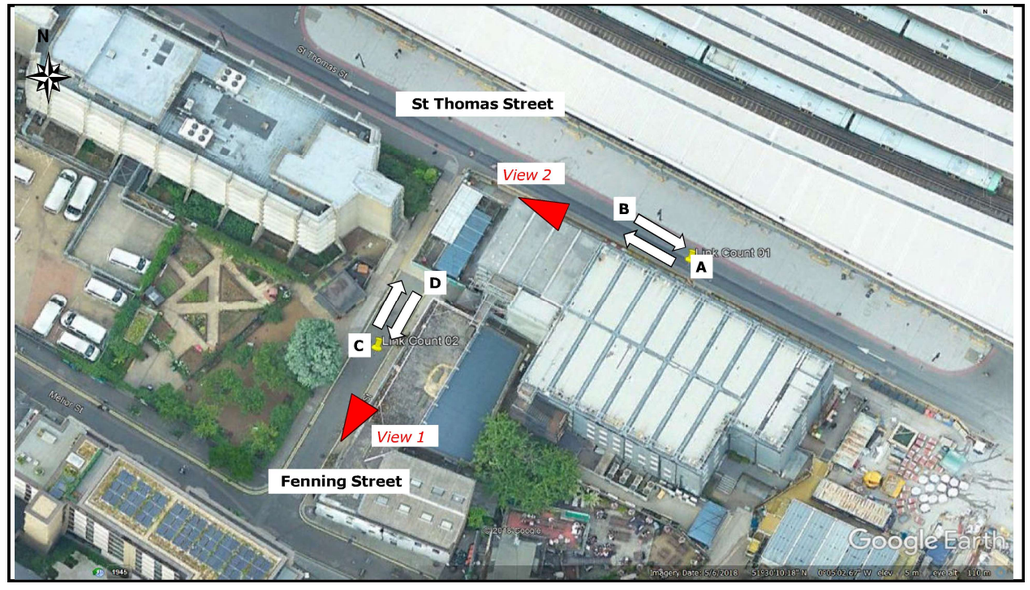
Date: 13/11/18 to 19/1/18

Weather: Cloudy, Wet

Comments: None

Advanced Transport Research	*Job Number & Name:*	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Date:*	13/11/18 to 19/1/18

Job Type:	Link Count				
Co-ordinates:	51° 30' 9.91"N, 0° 5' 3.54"W	*Postcode:*	SE1 3QU	*Times:*	24hrs



Advanced Transport Research	*Job Number & Name:*	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:*	Caneparo Associates
Classified Counts	*Date:*	Tuesday 13 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 - 04:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00 - 06:15	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 - 06:30	2	3	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	2	1	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	1	2	1	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	1	10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 - 08:00	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	2	0	1	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:30	2	4	1	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	3	1	0	0	0	15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 - 09:15	0	1	1	0	0	0	6	0	0	0	0	0	0	8	0	1	1	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:30	0	1	1	0	0	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	1	2	0	0	0	6	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	2	3	1	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	7	0	0	0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 - 10:45	1	2	0	0	0	0	6	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	1	4	1	0	0	0	3	0	0	0	0	0	0	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:00 - 11:15	1	3	0	0	0	0	2	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 - 11:30	2	2	0	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
11:30 - 11:45	1	4	1	0	0	0	4	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	1	0	0	0	0	0
11:45 - 12:00	2	1	0	0	0	1	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	2	2	2	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	1	4	1	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	3	0	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	2	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	0	0	0	1	2	2	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:45	3	1	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	4	3	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	4	3	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	5	2	1	0	0	1	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45 - 15:00	2	2	0	0	0	1	3	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	1	0	0	0	0	1
15:00 - 15:15	1	1	1	0	0	1	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:15 - 15:30	1	1	0	0	0	0	6	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:45	3	1	0	0	0	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	2	1	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Tuesday 13 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	1	2	0	0	0	1	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	2	0	0	0	1	7	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	1	0	0	0	0	0
16:45 - 17:00	1	2	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	1	5	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	2	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	2	0	1	0	0	0	4	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	0	0	0	3	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	1	1	0	0	1	4	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:30	3	1	0	0	0	0	6	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:30 - 18:45	4	0	0	0	0	0	5	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	3	1	0	0	0	0	7	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	2	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	2	1	0	0	0	1	0	0	0	0	0	0	0	10	0	0	0	0	0	1	2	0	0	0	0	0	0	0
19:45 - 20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	2	2	0	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	5	1	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	1	1	1	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	2	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	2	1	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	2	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	1	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	126	110	38	3	0	26	244	2	3	1	0	0	2	216	18	16	3	0	0	4	7	5	8	1	0	0	1	6

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Wednesday 14 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:30 - 02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 - 05:00	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00 - 06:15	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	3	4	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	2	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	2	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	2	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	1	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	2	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	3	1	0	0	0	0	6	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	2	1	0	0	0	7	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 - 09:00	0	5	0	1	0	0	8	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:30	1	4	2	0	0	2	14	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	3	1	1	0	0	0	4	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	3	1	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 - 10:15	2	1	2	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	2	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	4	1	0	0	0	9	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:45 - 11:00	1	2	1	0	0	0	10	0	0	0	0	0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:15	1	2	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	4	2	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	3	1	1	0	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	2	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	4	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	2	2	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00 - 13:15	2	1	2	0	0	1	4	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0
13:15 - 13:30	5	1	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	2	5	0	0	0	1	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	1	0	0	1	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
14:15 - 14:30	2	2	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	2	1	1	0	0	0	4	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	2	0	0	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	2	0	1	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
15:15 - 15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	2	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	3	1	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Wednesday 14 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	2	2	1	0	0	2	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	1	1	1	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	1	1	0	0	0	6	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	3	2	0	0	0	1	3	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	1	3	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	2	0	1	0	0	1	5	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	3	1	0	0	0	0	5	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	0	0	0	2	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	5	1	0	0	0	0	3	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	2	0	0	0	0	0	4	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30 - 18:45	2	1	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	2	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0
19:00 - 19:15	2	0	1	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	4	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	4	2	0	0	0	0	3	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	1	0	0	0	0	0
20:00 - 20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	4	1	0	0	0	0	4	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
20:45 - 21:00	0	1	1	0	0	0	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	2	3	1	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0
21:15 - 21:30	1	1	0	0	0	1	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	1	1	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
22:30 - 22:45	0	1	1	0	0	1	0	0	1	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	2	0	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	126	104	41	4	1	33	223	1	1	0	0	0	1	228	22	13	0	1	0	1	4	13	4	0	0	0	0	4

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Thursday 15 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
00:30 - 00:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:00 - 01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00 - 04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	1	1	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 - 06:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	2	2	0	0	0	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	2	2	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 - 07:30	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	2	1	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	0	0	0	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	4	1	0	0	0	8	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 - 08:30	1	2	1	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 - 08:45	4	1	0	0	0	1	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	2	3	0	0	0	0	10	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	2
09:00 - 09:15	1	3	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	3	1	0	0	0	8	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	5	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	1	0
09:45 - 10:00	0	4	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	2	4	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 - 10:30	2	1	1	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:45 - 11:00	1	3	1	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	4	4	1	0	0	0	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	2	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	1	4	0	0	0	1	1	0	0	0	0	0	0	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0
12:00 - 12:15	3	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0	0	2	0
12:15 - 12:30	4	1	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 - 12:45	3	6	1	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:45 - 13:00	1	1	2	0	0	0	2	0	0	0	0	0	0	6	0	2	0	0	0	0	1	0	0	0	0	0	0	0
13:00 - 13:15	4	1	0	0	0	1	11	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2	0
13:15 - 13:30	1	1	0	0	0	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	1	2	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	1	1	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:00 - 14:15	1	2	1	0	0	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0
14:15 - 14:30	2	3	1	0	0	1	1	0	0	0	0	0	1	3	1	1	0	0	0	0	1	1	0	0	0	0	0	0
14:30 - 14:45	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0
14:45 - 15:00	2	1	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	2	0	1	0	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0	5	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	2	1	0	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:45 - 16:00	4	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	0	0	0	1	0

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Thursday 15 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	1	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15 - 16:30	2	1	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	5	2	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:45 - 17:00	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00 - 17:15	2	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	2	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	1	4	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
17:45 - 18:00	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	4	1	1	0	0	0	4	0	0	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:45	2	1	0	0	0	0	1	0	0	0	0	0	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	0
18:45 - 19:00	0	2	0	0	0	2	4	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	4	1	0	0	0	1	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0
19:15 - 19:30	2	0	0	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	1	1	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	1	7	0	0	0	0	0	0	8	2	1	0	0	0	0	1	1	0	0	0	0	0	0
19:45 - 20:00	2	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0
20:00 - 20:15	3	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	2	0	0	0	0	0	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	4	2	0	0	0	0	4	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	3	1	1	0	0	3	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0
21:00 - 21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	1	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	5	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0
22:15 - 22:30	2	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	1	2	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45 - 00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	137	125	38	3	0	24	213	2	1	2	0	0	3	185	28	24	0	0	0	4	14	18	4	1	0	0	10	11

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Friday 16 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:45 - 04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 - 04:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 - 05:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 - 06:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
06:15 - 06:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	1	1	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	3	2	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	1	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	3	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	2	0	1	0	0	8	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	3	1	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	2	2	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	5	1	0	0	0	5	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	3	1	2	0	0	0	14	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	2	2	0	0	0	0	8	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	4	1	1	0	0	0	5	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	3	0	0	0	0	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	6	0	0	0	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	1	4	2	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	3	1	0	0	0	3	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
10:45 - 11:00	1	4	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:00 - 11:15	1	2	1	0	0	1	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	2	2	0	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:30 - 11:45	6	3	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	3	5	1	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 - 12:15	5	2	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 - 12:30	1	4	0	0	0	1	2	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	1	0	1	0	0	0	2	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	4	1	0	0	0	7	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0
13:00 - 13:15	2	3	1	0	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	2	0	0	0	0	1	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	1	3	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:45 - 14:00	0	1	1	0	0	2	4	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	3	1	0	0	0	4	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0
14:15 - 14:30	3	2	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	3	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	0	1	1	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	2	2	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 15:30	3	1	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:45	1	1	1	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	2	0	0	0	0	2	1	0	0	0	0	0	4	1	0	1	0	0	0	0	1	1	0	0	0	0	0

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Friday 16 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	0	1	0	0	0	0	5	0	0	0	0	0	0	3	0	1	1	0	0	0	0	1	0	0	0	0	0	0
16:15 - 16:30	1	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30 - 16:45	3	2	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	1	1	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	6	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	0	1	1	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	8	0	0	0	0	0	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00 - 18:15	2	1	0	0	0	1	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	2	0	0	0	0	2	1	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0
18:30 - 18:45	1	3	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	0
18:45 - 19:00	2	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	2	0	0	0	0	1	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	2	0	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	2	0	0	0	0	1	1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	1	0	1	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	5	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	2	1	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
20:30 - 20:45	3	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	5	0	0	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	3	0	2	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15 - 21:30	3	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	4	1	0	0	0	0	1	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	4	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
23:00 - 23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15 - 23:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	3	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	4	0	1	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	135	125	44	3	0	23	219	3	3	2	0	0	1	186	37	21	5	0	0	2	8	16	5	0	0	0	1	5

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Saturday 17 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	4	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
03:00 - 03:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 - 05:00	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	2	2	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	3	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	2	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
08:15 - 08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	9	1	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00 - 10:15	3	1	0	0	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	5	2	2	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	1	2	0	0	0	0	4	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 - 11:30	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 - 11:45	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	2	3	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	4	0	0	0	0	0	2	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	0	0	0	1	9	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	4	0	0	0	1	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	2	0	0	0	0	2	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	4	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	4	1	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0
13:45 - 14:00	5	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	1	0	0	0	0	0	1	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30 - 14:45	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	5	0	0	0	0	10	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	3	0	0	0	0	1	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	1	0	0	0	0	7	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	3	1	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	3	1	0	0	0	0	5	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Saturday 17 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	1	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	1	0	0	0	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	1	6	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	1	1	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	3	1	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	4	1	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
17:45 - 18:00	4	0	0	0	0	0	4	1	0	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:15	6	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	5	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	4	1	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0
19:15 - 19:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
19:30 - 19:45	3	0	0	0	0	2	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
19:45 - 20:00	1	0	0	0	0	2	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	1	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	1	0	3	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	4	2	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	4	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	4	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
22:00 - 22:15	1	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	1	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
22:30 - 22:45	5	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
22:45 - 23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0
23:00 - 23:15	6	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
23:15 - 23:30	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	2	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	4	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	208	65	19	5	0	32	163	6	2	0	0	0	1	132	34	9	0	0	0	2	6	12	3	0	0	0	1	6

Advanced Transport Research	*Job Number & Name:* 19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:* Caneparo Associates
Classified Counts	*Date:* Sunday 18 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	6	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:45 - 05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	4	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 - 07:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:30 - 07:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	4	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 - 10:30	2	0	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 - 11:00	3	2	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	3	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	6	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	4	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	6	1	0	0	0	0	3	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	10	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	3	0	0	0	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 - 13:00	6	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:15 - 13:30	3	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	3	0	0	0	0	1	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	2	0	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	0	0	0	2	3	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	7	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	4	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	3	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Sunday 18 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	3	0	1	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	6	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	6	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
18:00 - 18:15	6	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	4	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	7	0	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0
18:45 - 19:00	5	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
19:00 - 19:15	5	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	1	1	0	0	0	2	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	1	1	0	0	0	2	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	1	1	0	0	0	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	3	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	2	0	2	0	0	0	2	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	1	0	0	0	0	2	4	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
21:45 - 22:00	2	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	0
22:00 - 22:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
22:15 - 22:30	3	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	4	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	231	24	12	0	0	26	102	3	2	0	0	0	0	102	32	3	0	0	0	0	7	10	0	0	0	0	0	1

Advanced Transport Research	Job Number & Name:	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	Client:	Caneparo Associates
Classified Counts	Date:	Monday 19 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
00:00 - 00:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
00:15 - 00:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	2	1	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:15 - 06:30	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	2	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:00 - 07:15	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 - 07:45	1	2	0	0	0	0	8	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	0	0	0	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	4	0	1	0	0	0	7	0	0	0	0	0	0	2	2	2	0	0	0	0	0	1	1	0	0	0	0	0
08:15 - 08:30	1	2	0	0	0	1	7	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	2	2	1	0	0	0	7	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	2	3	0	0	0	16	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	2	2	0	0	0	6	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 - 09:30	1	2	3	0	0	1	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	2	3	3	0	0	0	6	0	0	0	0	0	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	0
09:45 - 10:00	2	3	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	1	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	4	5	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 - 10:45	1	1	0	0	0	0	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 - 11:00	1	2	0	0	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	3	1	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	3	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	1	2	1	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45 - 12:00	1	3	1	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	3	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	2	2	0	0	0	1	5	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0
13:00 - 13:15	1	1	4	0	0	1	3	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	2	2	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:45	0	5	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
13:45 - 14:00	0	3	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0
14:00 - 14:15	3	4	0	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	2	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	4	2	1	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0
15:45 - 16:00	2	1	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research	*Job Number & Name:*	19566 Snowfields, SE1
St Thomas Street/ Fenning Street	*Client:*	Caneparo Associates
Classified Counts	*Date:*	Monday 19 November 2018

	Movement A							Movement B							Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
16:00 - 16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:30 - 16:45	1	1	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	3	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	4	1	0	0	0	0	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	2	10	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	1	4	0	0	0	0	0	0	6	0	1	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:15	3	2	1	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	2	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	1	0	0	0	0	0
18:30 - 18:45	3	0	0	0	0	0	3	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0
18:45 - 19:00	0	2	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	1	0	0	0	0	0	6	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:15 - 19:30	2	1	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	4	0	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	1	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	1	2	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	4	0	1	0	0	0	2	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0
21:00 - 21:15	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	1	2	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	1	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:15 - 22:30	1	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	114	106	35	0	0	22	193	1	1	0	0	0	1	138	34	12	2	0	0	2	5	7	9	1	0	0	0	1

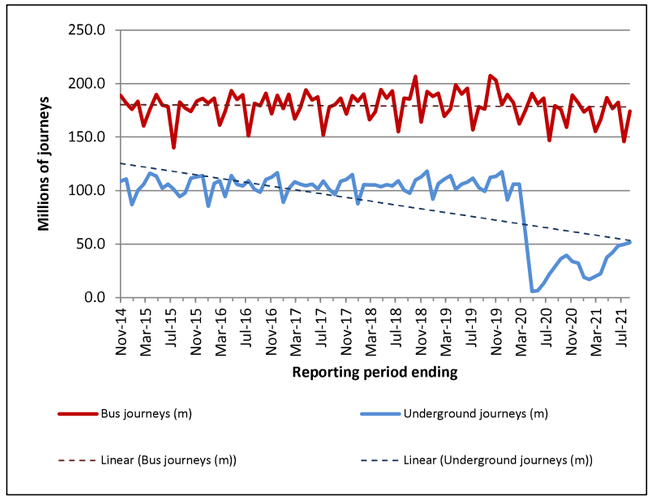
Appendix C

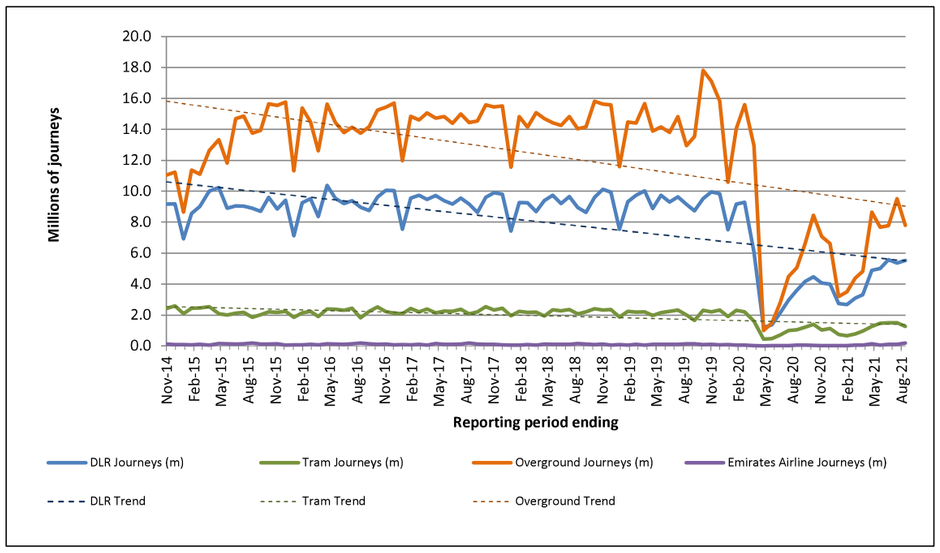
TfL Public Transport Usage Data

Appendix D

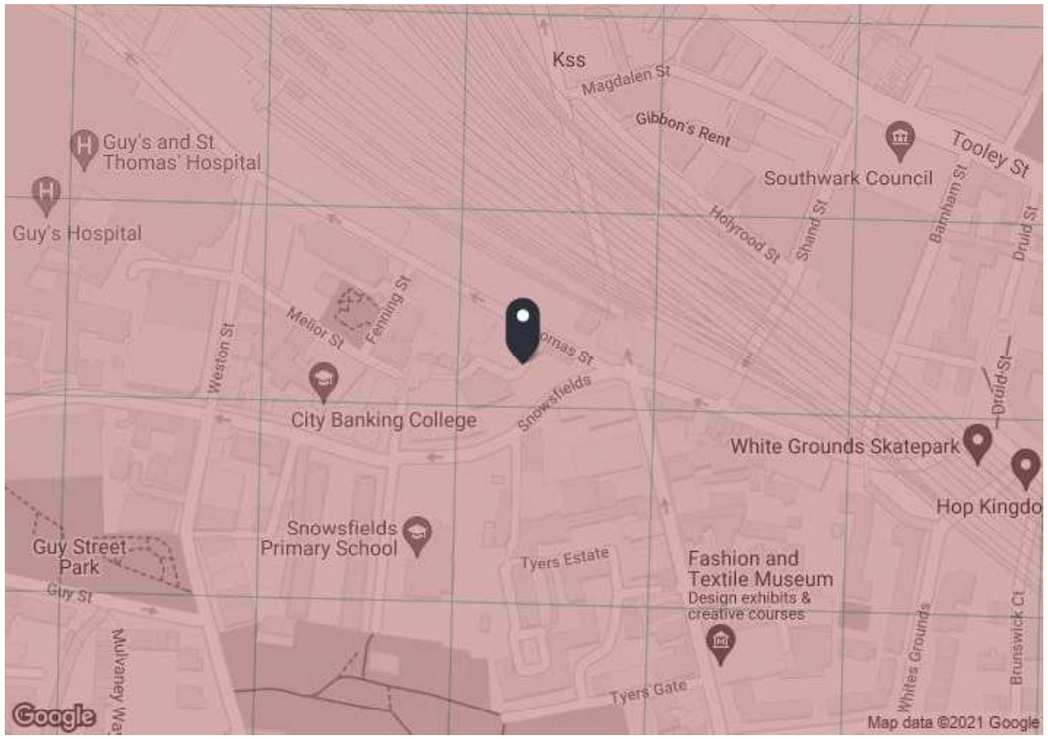
PTAL Output

TfL Public Transpor Usage Data





TRANSPORT FOR LONDON



PTAL output for Base Year
6b

Vinegar Yard, London SE1 3QU, UK
Easting: 533130, Northing: 179915

Grid Cell: 77861

Report generated: 28/10/2021

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LONDON BRIDGE STATION	521	464.48	27	5.81	3.11	8.92	3.36	1	3.36
Bus	LONDON BRIDGE STATION	141	464.48	9.5	5.81	5.16	10.96	2.74	0.5	1.37
Bus	LONDON BRIDGE STATION	149	464.48	12	5.81	4.5	10.31	2.91	0.5	1.46
Bus	LONDON BRIDGE STATION	43	464.48	10	5.81	5	10.81	2.78	0.5	1.39
Bus	TOOLEY STREET HAYS WHARF	381	334.77	5.75	4.18	7.22	11.4	2.63	0.5	1.32
Bus	TOOLEY STREET HAYS WHARF	343	334.77	10	4.18	5	9.18	3.27	0.5	1.63
Bus	TOOLEY STREET HAYS WHARF	47	334.77	6	4.18	7	11.18	2.68	0.5	1.34
Bus	TOOLEY STREET HAYS WHARF	RV1	334.77	6	4.18	7	11.18	2.68	0.5	1.34
Bus	TOWER BRIDGE RD DRUID ST	78	449.8	7	5.62	6.29	11.91	2.52	0.5	1.26
Bus	TOWER BRIDGE RD DRUID ST	42	449.8	6	5.62	7	12.62	2.38	0.5	1.19
Bus	TOWER BRIDGE RD DRUID ST	188	449.8	8	5.62	5.75	11.37	2.64	0.5	1.32
Bus	LONG LANE BERMONSEY STREET	C10	581.3	6	7.27	7	14.27	2.1	0.5	1.05
Rail	London Bridge	'CHRX-RAMSGTE 2R12'	494.44	0.67	6.18	45.53	51.71	0.58	0.5	0.29
Rail	London Bridge	'CRYSTLP-LNDNBDC 2G14'	494.44	0.67	6.18	45.53	51.71	0.58	0.5	0.29
Rail	London Bridge	'GRVSEND-CANONST 1B89'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'STROOD-CANONST 1B91'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'GRVSEND-CANONST 1B97'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'FAVRSHM-CANONST 1G87'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'DOVERP-CANONST 1G89'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRSR-CANONST 1G91'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'RAMSGTE-CANONST 1G95'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'CANONST-HASTING 1H11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-HASTING 1H19'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-HASTING 1H21'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'HASTING-CANONST 1H55'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'HASTING-CANONST 1H95'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'GLNGHMK-CANONST 2A91'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'DARTFD-CANONST 2B07'	436.55	2.33	5.46	13.63	19.08	1.57	1	1.57
Rail	London Bridge	'SLADEGN-CANONST 2B29'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRNHRST-CANONST 2C07'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'BRNHRST-CANONST 2C09'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'CRFD-CANONST 2D05'	436.55	2.33	5.46	13.63	19.08	1.57	0.5	0.79
Rail	London Bridge	'CANONST-DARTFD 2E11'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'CANONST-BRNHRST 2E23'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-SLADEGN 2E25'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'CANONST-BRNHRST 2E27'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'SVNOAKS-CANONST 2F07'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'SVNOAKS-CANONST 2F13'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'ORPNGTN-CANONST 2F19'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'CANONST-CANONST 2I13'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-CANONST 2I15'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'HAYS-CANONST 2K09'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'HAYS-CANONST 2K11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-CRFD 2M09'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-DARTFD 2M11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-SLADEGN 2M13'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-BRNHRST 2M21'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'CANONST-SLADEGN 2N11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-CANONST 2O19'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'CANONST-ORPNGTN 2S11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-ORPNGTN 2S13'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CANONST-ORPNGTN 2S17'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'CANONST-HAYS 2V09'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'RAMSGTE-CANONST 2W89'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'RAMSGTE-CANONST 2W91'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'RAMSGTE-CANONST 2W93'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'FLKSTNC-CANONST 2W95'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'TONBDG-CANONST 2W97'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15

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Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	London Bridge	'CANONST-BCKNHMJ 2Y91'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 1D54'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-HASTING 1H10'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'CHRX-HASTING 1H24'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'HASTING-CHRX 1H52'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'OREE-CHRX 1H68'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 2A08'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 2A22'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'SLADEGN-CHRX 2B14'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'DARTFD-CHRX 2C08'	436.55	2.33	5.46	13.63	19.08	1.57	0.5	0.79
Rail	London Bridge	'DARTFD-CHRX 2D10'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 2D14'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'SIDCUP-CHRX 2D16'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'GLNGHMK-CHRX 2D22'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'SVNOAKS-CHRX 2F06'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'ORPNGTN-CHRX 2F10'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'SVNOAKS-CHRX 2F20'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'CHRX-TUNWELL 2H08'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'TUNWELL-CHRX 2H56'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'TUNWELL-CHRX 2H60'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'HAYS-CHRX 2K08'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'CHRX-GLNGHMK 2L10'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'CHRX-GLNGHMK 2L12'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-CRFD 2M10'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-DARTFD 2M14'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'CHRX-GRVSEND 2N12'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'CHRX-GRVSEND 2N14'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-DOVERP 2R10'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'CHRX-TONBDG 2R90'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-SVNOAKS 2S10'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'CHRX-SVNOAKS 2S12'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CHRX-ORPNGTN 2S92'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'CHRX-HAYS 2V10'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'RAMSGTE-CHRX 2W10'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'RAMSGTE-CHRX 2W12'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'CNTBW-CHRX 2W22'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'STROOD-CHRX 2D56'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-BRGHTN 1B05'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRGHTN-LNDNBDC 1B08'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRGHTN-LNDNBDC 1B12'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BOGNORR-LNDNBDC 1C90'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'UCKFILD-LNDNBDC 1E08'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'LNDNBDC-UCKFILD 1E09'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'UCKFILD-LNDNBDC 1E10'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-UCKFILD 1E17'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'EBOURNE-LNDNBDC 1F80'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'EBOURNE-LNDNBDC 1F82'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'TATNHMC-LNDNBDC 1G98'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'LNDNBDC-SCROYDN 1G13'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-ECROYDN 1G15'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'LNDNBDC-ECROYDN 1G23'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'LTLHMPT-LNDNBDC 1H80'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LTLHMPT-LNDNBDC 1H82'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-TATNHMC 1P11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-TATNHMC 1P13'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'LNDNBDC-REIGATE 1R03'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'REIGATE-LNDNBDC 2B16'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'TONBDG-LNDNBDC 2B22'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15

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Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	London Bridge	'LNDNBDC-TONBDG 2B29'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-TONBDG 2B31'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-TONBDG 2B33'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'LNDNBDC-HORSHAM 2C51'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-HORSHAM 2C53'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'HORSHAM-LNDNBDC 2C78'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'HORSHAM-LNDNBDC 2C92'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-WIMBLDN 2D19'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'WIMBLDN-LNDNBDC 2E62'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'LNDNBDC-EPSM 2E91'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-VICTRIC 2F01'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'STRHILL-LNDNBDC 2F94'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'LNDNBDC-VICTRIC 2F95'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'NORWDJ-LNDNBDC 2G08'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'BCKNMJC-LNDNBDC 2H60'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'LNDNBDC-BCKNMJC 2H61'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'WCROYDN-LNDNBDC 2J04'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'LNDNBDC-WCROYDN 2J09'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'LNDNBDC-WCROYDN 2J13'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'NORWDJ-LNDNBDC 2K06'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'EGRNSTD-LNDNBDC 2L74'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'LNDNBDC-EGRNSTD 2L75'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'LNDNBDC-VICTRIC 2N05'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
Rail	London Bridge	'SUTTON-LNDNBDC 2U06'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'EPSM-LNDNBDC 2U70'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'GUILDFD-LNDNBDC 2U98'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'LNDNBDC-CATERHM 2Y07'	436.55	1.67	5.46	18.71	24.17	1.24	0.5	0.62
Rail	London Bridge	'LNDNBDC-CATERHM 2Y11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 1T11'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 1T15'	436.55	0.67	5.46	45.53	50.98	0.59	0.5	0.29
Rail	London Bridge	'BRGHTN-BEDFDM 1T83'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRGHTN-BEDFDM 2T02'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRGHTN-BEDFDM 2T04'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 2T15'	436.55	1	5.46	30.75	36.21	0.83	0.5	0.41
Rail	London Bridge	'BEDFDM-BRGHTN 2T25'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'BRGHTN-LUTON 2T99'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'VICTRIC-LNDNBDC 2F04'	436.55	0.33	5.46	91.66	97.12	0.31	0.5	0.15
Rail	London Bridge	'VICTRIC-LNDNBDC 2F06'	436.55	1.33	5.46	23.31	28.76	1.04	0.5	0.52
Rail	London Bridge	'VICTRIC-LNDNBDC 2N04'	436.55	2	5.46	15.75	21.21	1.41	0.5	0.71
LUL	London Bridge	'Stratford-WembleyPa'	436.55	3.67	5.46	8.92	14.38	2.09	0.5	1.04
LUL	London Bridge	'WillesdenGreen-Stra'	436.55	4.33	5.46	7.68	13.14	2.28	0.5	1.14
LUL	London Bridge	'Stanmore-Stratford'	436.55	17.65	5.46	2.45	7.91	3.79	1	3.79
LUL	London Bridge	'Edgware-Morden'	436.55	9	5.46	4.08	9.54	3.14	0.5	1.57
LUL	London Bridge	'Morden-HighBarnet'	436.55	14.67	5.46	2.79	8.25	3.64	0.5	1.82
LUL	London Bridge	'Morden-MillHillE'	436.55	4	5.46	8.25	13.71	2.19	0.5	1.09
Rail	London Bridge	'OREE-CANONST 1H93'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 1D52'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 2C06'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 2D12'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'CHRX-TUNWELL 2H10'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'CHRX-SLADEGN 2M16'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'CHRX-ASHFKY 2R20'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'RAMSGTE-CHRX 2W20'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-BRGHTN 1B07'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'TATNHMC-LNDNBDC 1G44'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'REIGATE-LNDNBDC 1B18'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'REIGATE-LNDNBDC 2B34'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'CATERHM-LNDNBDC 2G34'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15

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Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	London Bridge	'VICTRIC-LNDNBDC 2F02'	589.15	0.33	7.36	91.66	99.02	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 1D50 '	596.64	0.33	7.46	91.66	99.12	0.3	0.5	0.15
Rail	London Bridge	'CHRX-RAMSGTE 2R18 '	596.64	0.33	7.46	91.66	99.12	0.3	0.5	0.15
Rail	London Bridge	'TONBDG-LNDNBDC 2B26 '	596.64	0.33	7.46	91.66	99.12	0.3	0.5	0.15
									Total Grid Cell AI:	**75.54**

Appendix E

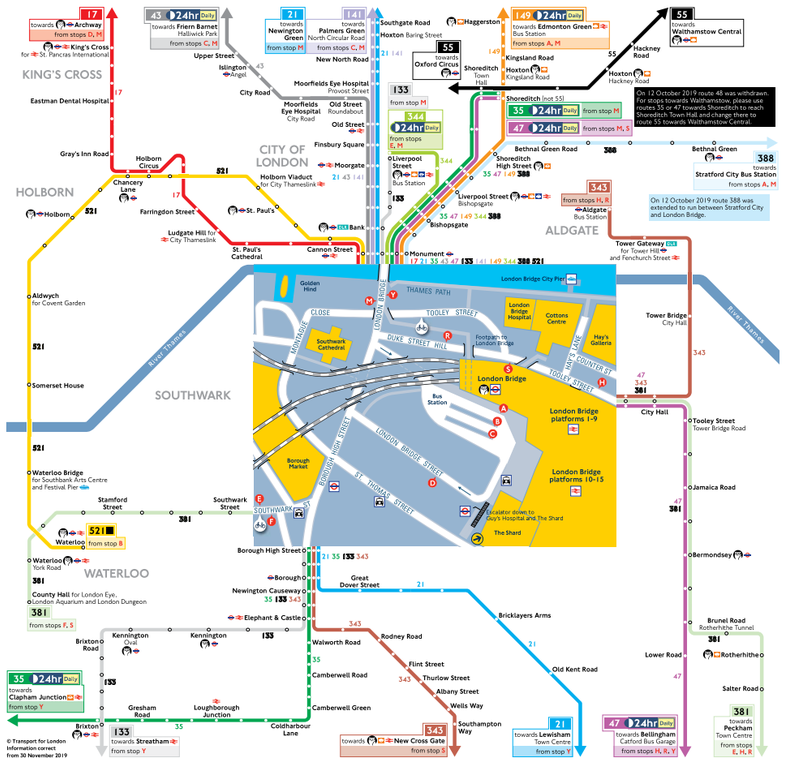
Bus Spider Map

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Appendix F

PIC (Collision) Data

Buses from London Bridge



How to use this map

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

Key

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

Ways to pay

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

TfL 1369.10.19 (P)

St Thomas St Area Personal Injury Collisions 60 mths to 31st March 2019 (provisional)

SUMMARY OF COLLISIONS SELECTED SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
TOPIC BASED QUERY		40

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

TOPIC BASED QUERY

1

0114MM70325	SUN 13/04/2014 21:27		DARK	TOOLEY ST J.W BERMONDSEY ST				NODE 287	533140/180140
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
PED RAN OUT INTO THE PATH OF V1									
CASUALTY	001 (001)	(29 YRS - F - REDA)		SLIGHT	PEDESTRIAN		SW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(65 YRS - F - REDACT)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)	

2

0114MM70400	SAT 03/05/2014 22:30		DARK	BOROUGH HIGH ST J/W BEDALE ST				NODE 294	532680/180200
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
V2 TURNED RIGHT AND GOT HIT BY V1									
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING RIGHT		(N TO NW) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	403 (POOR TURN OR MANOEUVRE)	

3

0114MM70671	THU 17/07/2014 09:00		LIGHT	MELIOR ST J.W WESTON ST			CELL 532500/179500		532990/179940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
V2 PASSENGER DOOR OPENNED INTO THE PATH OF V1									
CASUALTY	001 (001)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (001)	VAN/GOODS => 3,5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN JCT CLEARED	
V002	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)				V002 A	405 (FAILED TO LOOK PROPERLY)		

4

0114MM70678	TUE 15/07/2014 20:08		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294		532700/180210
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
PED CROSSED RD AND GOT HIT BY V1									
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(63 YRS - F - REDA)		SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
C002	A	802 (FAILED TO LOOK PROPERLY)				C002 A	808 (CARELESS, RECKLESS OR IN A HURRY)		

5

0114MM70734	TUE 24/06/2014 09:40		LIGHT	TOOLOEY ST J.W BERMONDSEY ST			NODE 287		533110/180140
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
V1 DISOBEYED ATS AND COLLIDED WITH PED									
CASUALTY	001 (001)	(27 YRS - F - REDA)		SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	M/C 126-500CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - L-HAND BEND	(S TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)		

6

0114MM71052	SAT 18/10/2014 08:45		LIGHT	BOROUGH HIGH ST J.W ST THOMAS ST			NODE 294		532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
V2 PULLED OUT INTO THE PATH OF UNDERTAKING V1									
CASUALTY	001 (001)	(52 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	M/C >500CC BT - NEG		(52 YRS - M - REDACT)		O/TAKING - NEARSIDE	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	CAR BT - NEG		(28 YRS - M - REDACT)		TURNING RIGHT	(SE TO NE) N/S HIT FIRST	J/P - UNKN JCT MID	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)		
V002	A	701 (STATIONARY OR PARKED VEHICLE(S))							

7

0115MM70049	THU 15/01/2015 23:50		DARK	BOROUGH HIGH ST J/W BEDALE ST			NODE 294		532680/180190
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
V2 HIT THE REAR OF STATIONARY V1. V2 FTS									
CASUALTY	001 (001)	(52 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED		(52 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	308 (FOLLOWING TOO CLOSE)		

8

0115MM70357	SAT 25/04/2015 12:23		LIGHT	BOROUGH HIGH ST J/W BEDALE ST			NODE 294		532680/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
V1 TURNED RIGHT AND GOT HIT BY V2									
CASUALTY	001 (002)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	TAXI/PHV BT - NEG		(70 YRS - M - REDACT)		TURNING RIGHT	(N TO NW) N/S HIT FIRST	JOURNEY P/O WORK JCT MID	
VEHICLE	002 (001)	M/C >500CC BT - NEG		(49 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	403 (POOR TURN OR MANOEUVRE)		

9

0115MM70371	SAT 25/04/2015 05:55		DARK	SNOWFIELDS J/W GREAT MAZE POND			CELL 532500/179500		532790/179870
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
V2 TURNED LEFT AND GOT HIT BY V1									
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR BT - NEG		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	VAN/GOODS => 3,5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING - LEFT	(N TO E) O/S HIT FIRST	J/P - UNKN JCT MID	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	403 (POOR TURN OR MANOEUVRE)		
V002	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))							

10

0115MM70389	TUE 28/04/2015 10:15		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294		532700/180210
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTH PER	NO XING FACIL IN 50M		CTRL - AUTH PERSON
POLICE OFFICER WAS DIRECTING TRAFFIC AROUND BROKEN DOWN VEHICLE. V1 MOVED OFF AND HIT STATIONARY V2									
CASUALTY	001 (002)	(? YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	GOODS > 7.5T BT - NEG		(29 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (001)	M/C 126-500CC BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	403 (POOR TURN OR MANOEUVRE)		
V001	A	109 (ANIMAL OR OBJECT IN CARRIAGEWAY)							

11

0115MM70391	WED 29/04/2015 07:36		LIGHT	NFL ST THOMAS ST J/W FENNING ST			LINK 294-802	533070/179960
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 HIT A HOSE PIPE IN RD, CAUSING RIDER TO FALL

CASUALTY	001 (001)	(31 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	109 (ANIMAL OR OBJECT IN CARRIAGEWAY)		V001	A	405 (FAILED TO LOOK PROPERLY)	
V001	A	410 (LOSS OF CONTROL)					

12

0115MM70417	FRI 22/05/2015 10:15		LIGHT	TOOLEY ST J.W BERMONDSEY ST			NODE 287	533110/180160
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

RIDER V1 DISMOUNTED IN CARRIAGEWAY AS V2 MOVED OFF

CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A	(55 YRS - M - REDACT)		WAITING - HELD UP		(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER		(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

13

0115MM70584	FRI 08/05/2015 23:15		DARK	WESTON ST J.W SNOWSFIELD			CELL 532500/179500	532960/179880
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 PULLED OUT INTO THE PATH OF V2

CASUALTY	001 (002)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	TAXI/PHV BT - NOT REQ		(59 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A		(29 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	507 (RIDER WEARING DARK CLOTHING AT NIGHT)						

14

0115MM70714	MON 13/07/2015 08:55		LIGHT	BERMONDSEY ST J/W ST THOMAS ST			NODE 802	533180/179900
POLICE - OVER COU		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M

PED RAN INTO RD AND GOT HIT BY V1

CASUALTY	001 (001)	(10 YRS - F - REDA)		SERIOUS	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	M/C >500CC BT - NEG		(53 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

15

0115MM70980	THU 22/10/2015 19:20		DARK	BOROUGH HIGH ST J/W ST THOMAS ST				NODE 294	532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
V2 TURNED LEFT AND COLLIDED WITH PASSING CYCLIST V1									
CASUALTY	001 (001)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A		(23 YRS - M - REDACT)		G/AHEAD - OTHER		(NE TO SW) N/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - NOT REQ		(? YRS - M - REDACT)		TURNING - LEFT		(SE TO SW) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	403 (POOR TURN OR MANOEUVRE)				V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				V001	B	507 (RIDER WEARING DARK CLOTHING AT NIGHT)	

16

0115MM71135	WED 07/10/2015 11:25		LIGHT	BOROUGH HIGH ST J/W BEDALE ST				NODE 294	532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
V1 HIT REAR OF V2									
CASUALTY	001 (001)	(51 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	M/C 126-500CC BT - DRV NOT CONTACTED		(51 YRS - M - REDACT)		TURNING RIGHT		(NE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ		(50 YRS - M - REDACT)		TURNING RIGHT		(NE TO NW) BACK HIT FIRST	JOURNEY P/O WORK JCT MID
V001	B	306 (EXCEEDING SPEED LIMIT)				V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)							

17

0115MM79019	FRI 18/09/2015 10:56		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST				NODE 294	532700/180220
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
PED WAS USING HER MOBILE PHONE & WALKED INTO DOORS OF V1									
CASUALTY	001 (001)	(17 YRS - F - REDA)		SLIGHT	PEDESTRIAN		SE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NEG		(47 YRS - M - REDACT)		MOVING OFF		(SW TO NE) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)				C001	A	802 (FAILED TO LOOK PROPERLY)	

18

0116MM70288	FRI 01/01/2016 05:30		DARK	ST THOMAS ST J/W BOROUGH HIGH ST				NODE 294	532710/180190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
V2 REVERSED ACROSS CARRIAGEWAY AND COLLIDED WITH V1									
CASUALTY	001 (001)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A		(26 YRS - F - REDACT)		G/AHEAD - OTHER		(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - NOT REQ		(? YRS - F - REDACT)		REVERSING		(SE TO NE) BACK HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

19

0116MM70329	THU 14/01/2016 17:55		LIGHT	BOROUGH HIGH ST J/W BEDALE ST			NODE 294		532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
V2 BROKE SHARPLY CAUSING V1 TO HIT THE REAR OF V2									
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		MOVING OFF	(NE TO SW) BACK HIT FIRST	J/P - UNKN JCT MID	
V001	A	308 (FOLLOWING TOO CLOSE)				V002 A	408 (SUDDEN BRAKING)		

20

0116MM70500	WED 13/01/2016 22:15		DARK	NFL ST THOMAS ST 63 M SE J/W BOROUGH HIGH ST			LINK 294-802		532740/180170
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
V2 PULLED INTO V1'S LANE AND HIT V1									
CASUALTY	001 (001)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	PED CYCLE BT - N/A		(21 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) O/S HIT FIRST	J/P - UNKN	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		CHNG LANE - LEFT	(NW TO SE) N/S HIT FIRST	J/P - UNKN	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		

21

0116MM70746	MON 22/08/2016 11:41		LIGHT	BOROUGH HIGH ST J.W ST THOMAS ST			NODE 294		532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
V2 DISOBEYED ATS AND COLLIDED WITH V1									
CASUALTY	001 (002)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR BT - NOT REQ		(47 YRS - M - REDACT)		TURNING - LEFT	(SE TO SW) O/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	PED CYCLE BT - N/A		(24 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID	
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)		

22

01170017993	MON 13/02/2017 08:10		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294		532697/180201
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (002)	(35 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - M - REDACT)		TURNING - LEFT	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK L/MAIN RD	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - F - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)				V002 B	405 (FAILED TO LOOK PROPERLY)		

23

01170045325	TUE 27/06/2017 13:16		LIGHT	BERMONDSEY ST J/W TOOLEY ST			NODE 287		533120/180130
SELF-REPORTED		ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (001)	(34 YRS - F - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(34 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	COMMUTING JCT APP	

24

01170059075	FRI 08/09/2017 07:00		DARK	NEWCOMEN ST J/W CROSBY ROW			CELL 532500/179500		532770/179870
SELF-REPORTED		UNKNOWN	WEATHER- UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN		UNKNOWN
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)	UNKNOWN	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)	UNKNOWN	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

25

01170062475	WED 20/09/2017 12:30		LIGHT	CRUCIFIX LANE J/W BERMONDSEY ST			NODE 802		533190/179900
SELF-REPORTED		UNKNOWN	WEATHER- FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	UNKNOWN		UNKNOWN
CASUALTY	001 (001)	(28 YRS - F - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)	UNKNOWN	WAITING - HELD UP	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R	

26

01170064815	TUE 17/10/2017 10:19		LIGHT	SAINT THOMAS ST J/W BOROUGH HIGH ST			NODE 294		532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (001)	(53 YRS - F - REDA)		SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A		(25 YRS - M - REDACT)		TURNING - LEFT	(N TO E) FRONT HIT FIRST	J/P - UNKN JCT APP	
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)							

27

01170067139	MON 30/10/2017 09:20		LIGHT	BOROUGH HIGH ST 55M S OF J/W ST THOMAS ST			LINK 286-294	532680/180190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ		(30 YRS - M - REDACT)		U-TURN	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A		(39 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V002	B	308 (FOLLOWING TOO CLOSE)

28

01170080862	SAT 30/12/2017 21:30		DARK	SAINT THOMAS ST 50M E OF J/W GREAT MAZE POND			CELL 532500/180000	532830/180060
POLICE - AT SCENE		ROAD-WET	RAINING	ONE-WAY ST	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	PEDESTRIAN		E BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - NOT REQ		(86 YRS - M - REDACT)		REVERSING	(E TO W) BACK HIT FIRST	J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	B	710 (VEHICLE BLIND SPOT)

29

01180082332	TUE 09/01/2018 08:30		LIGHT	TOOLEY ST SE1 4M E OF J/W BERMONDSEY ST SE1			NODE 287	533134/180146
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(76 YRS - M - REDACT)		WAITING - HELD UP	(P TO P) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(36 YRS - M - REDACT)		O/TAKING - MOVING VEH	(NE TO NE) N/S HIT FIRST	COMMUTING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	710 (VEHICLE BLIND SPOT)				V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)
V001	B	106 (TRAFFIC CALMING (EG. SPEED CUSHIONS, ROAD HUMPS, CHICANES))				V002	B	308 (FOLLOWING TOO CLOSE)

30

01180082943	THU 11/01/2018 09:56		LIGHT	SAINT THOMAS ST J/W BOROUGH HIGH ST			NODE 294	532720/180190
SELF-REPORTED		ROAD-WET	RAINING	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN	UNKNOWN
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - M - REDACT)	UNKNOWN	REVERSING	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R

31

01180084471	THU 18/01/2018 20:27		DARK	SNOWSFIELDS J/W HARDWIDGE ST			CELL 533000/179500	533120/179880
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NEG		(32 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(49 YRS - M - REDACT)		TURNING RIGHT	(E TO W) O/S HIT FIRST	COMMUTING JCT APP
V002	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V001 B	308 (FOLLOWING TOO CLOSE)	

32

01180087285	SUN 28/01/2018 07:20		DARK	GREAT MAZE POND J/W 0			CELL 532500/179500	532780/179930
SELF-REPORTED		UNKNOWN	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN	UNKNOWN
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

33

01180092193	FRI 23/02/2018 16:45		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST				NODE 294		532690/180200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
CASUALTY	002 (002)	(22 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER				
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(43 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED	
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ		(23 YRS - M - REDACT)		U-TURN		(N TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED	
V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)				V002	A	710 (VEHICLE BLIND SPOT)		

34

01180111729	THU 31/05/2018 08:02		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294	532680/180190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(54 YRS - M - REDACT)		CHNG LANE - RIGHT	(NE TO SW) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(35 YRS - M - REDACT)		TURNING RIGHT	(NE TO SW) N/S HIT FIRST	COMMUTING JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)				V002 B	405 (FAILED TO LOOK PROPERLY)	
V001	B	601 (AGGRESSIVE DRIVING)						

35

01180134422	SUN 23/09/2018 11:40		LIGHT	BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294	532690/180180
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(58 YRS - M - REDACT)		TURNING RIGHT	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(26 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING E/MAIN RD
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))						

36

01180142094	MON 29/10/2018 17:50		DARK	BARNHAM ST J/W CRUCIFIX LANE			LINK 801-802	533300/179880
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ		(59 YRS - M - REDACT)		TURNING RIGHT	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
C001	B	802 (FAILED TO LOOK PROPERLY)				C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001	B	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)				V001	B	405 (FAILED TO LOOK PROPERLY)

37

01180151359	TUE 11/12/2018 09:05		LIGHT	SAINT THOMAS ST J/W GREAT MAZE POND			LINK 294-802	532850/180110
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON

APPARENTLY V001 WAS RIDING HIS BICYCLE ALONG ST THOMAS STREET ,LONDON SE1. HE RODE IN THE DIRECTION OF BOROUGH HIGH STREET. V001 WENT THROUGH THE TEMPORARY ATS OUTSIDE THE SHARD ON A GF LIGHT. AHEAD OF HIM WAS A TEMPORARY GATE CONTROLLED BY CONSTRUCTION WORKERS TO CONTROL TRAFFIC. THE LEFT SIDE OF THE GATE WAS CLOSED AT THE JUNCTION OF GREAT MAZE POND BUT THE RIGHT H WAS OPEN TO TRAFFIC. THE CASUALTY PEDESTRIAN WAS AT THE CLOSED LEFT HAND GATE AND APPARENTLY TURNED ONTO THE OPEN SIDE OF THE ROAD ON THE RIGHT. PEDESTRIAN STEPPED INTO THE PATH OF V001 WHO SAID HE WAS GOING ABOUT 13 MILES PER HOUR. (REDACTED)

CASUALTY	001 (001)	(65 YRS - F - REDA)		SERIOUS	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PED CYCLE BT - N/A		(24 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	107 (TEMPORARY ROAD LAYOUT (EG, CONTRAFLOW))				C001	A	802 (FAILED TO LOOK PROPERLY)
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						

38

01180153837	FRI 14/12/2018 21:40		DARK	NFL BOROUGH HIGH ST J/W ST THOMAS ST			NODE 294	532690/180190
SELF-REPORTED		UNKNOWN	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN	UNKNOWN
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(22 YRS - M - REDACT)	UNKNOWN	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

39

01190160898	SAT 26/01/2019 00:45		DARK	ST THOMAS ST, 35 METRES EAST OF JUNCT WTH GREAT MAZE POND.			LINK 294-802	532859/180107
SELF-REPORTED		ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M

ON SATURDAY 26 JANUARY 2019 AT 00:45 A COLLISION OCCURED ON ST THOMAS STREET, 35 METRES EAST OF THE JUNCTION WITH GREAT MAZE POND. IN SOUTHWARK INVOLVING ONE CAR AND PEDESTRIAN(S)

CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN	UNKNOWN S/R		(MOVE UNKN) N/S HIT FIRST

40

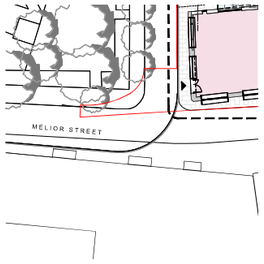
01190173290	TUE 26/03/2019 04:10		LIGHT	LOCATION UNCERTAIN SAINT THOMAS ST			LINK 294-802	532748/180174
SELF-REPORTED		ROAD-DRY	WEATHER- FINE	UNKNOWN	NO JUN IN 20M		PEDN PHASE ATS	UNKNOWN

ON TUESDAY 26 MARCH 2019 AT 04:10 A COLLISION OCCURED ON LOCATION UNCERTAIN SAINT THOMAS STREET IN SOUTHWARK INVOLVING ONE MOBILITY SCOOTER AND PEDESTRIAN(S)

CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	MOB SCOOTER BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

Appendix G

Architect's Ground Floor Plan

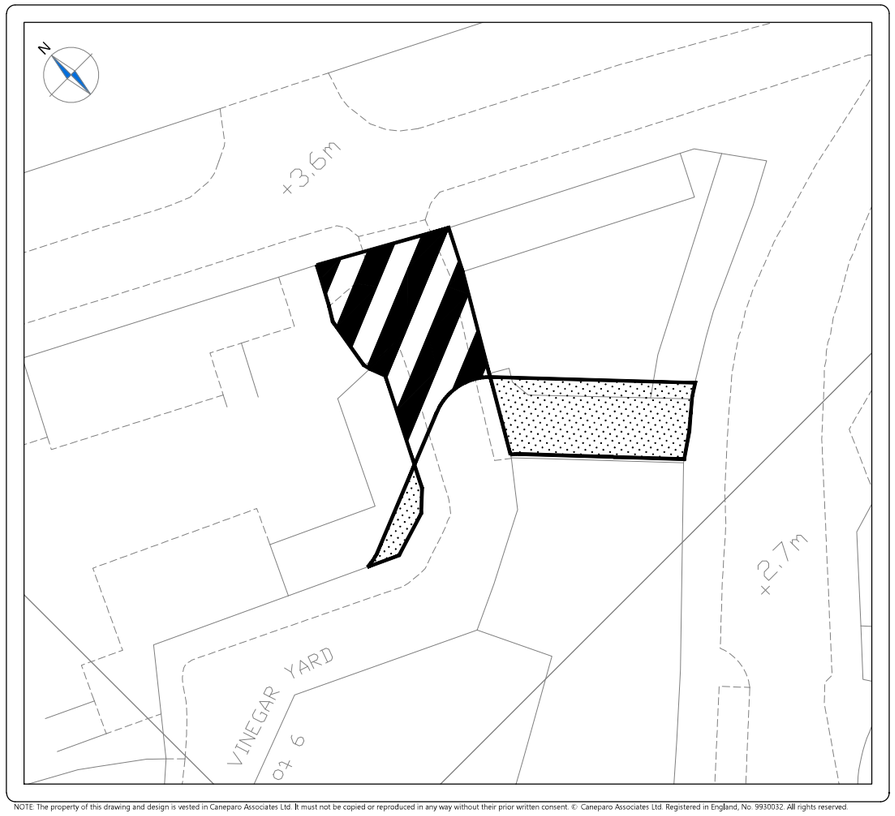


KPF

Vinegar Yard
St. Thomas S
SE1 3QR

Appendix H

Indicative Stopping Up Plan



NOTES

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

KEY:

- AREAS TO BE STOPPED UP (99.0 sqm)
- AREAS OF PERMISSIVE VEHICULAR ROUTE (77.2 sqm)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
A	Change made to key		JS	DR	02.11.21

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: St Thomas Bermondsey Limited

Project: Vinegar Yard

Drawing Title: Illustrative Indicative Stopping Up Plan

Scale	Size
1:200	A3

Drawn by:	Checked by:	Date:
HE	DR	28.10.2021

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

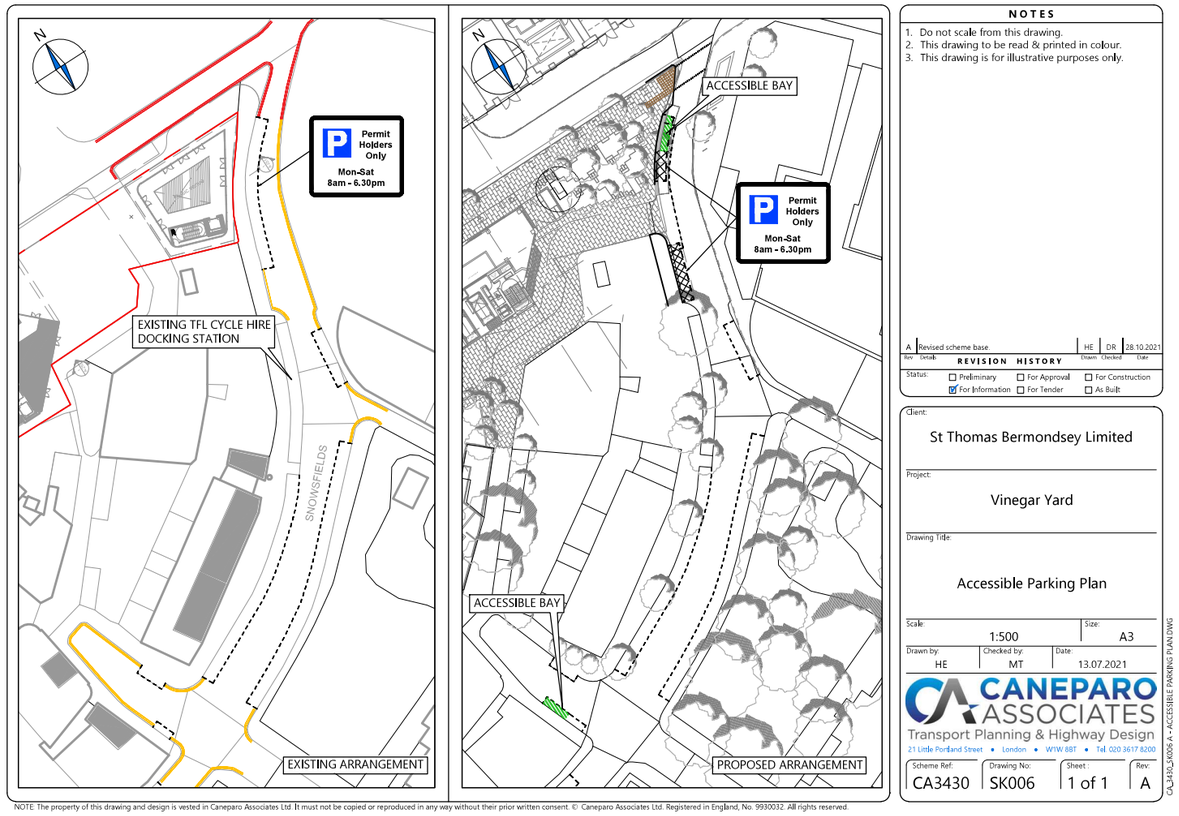
Scheme Ref:	Drawing No:	Sheet:	Rev:
3430	SK010	1 of 1	A

CA_3430_SK010 - STOPPING UP PLAN.DWG

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Appendix I

Potential On-Street Blue-Badge Holder Bay Locations



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Appendix J

Framework Employee Travel Plan

CANEPARO ASSOCIATES
Transport Planning & Highway Design

St Thomas Bermondsey Limited

VINEGAR YARD, SOUTHWARK

UPDATED SCHEME
Planning Reference 18/AP/04717

GLA reference number: GLA/6208/S2

Draft Framework Employee Travel Plan

October 2021

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Appendices

Appendix 1 - Proposed Employee Travel Survey Questionnaire

1 INTRODUCTION

1.1 Caneparo Associates is retained by St Thomas Bermondsey Limited (hereinafter referred to as 'the Applicant') to provide traffic and transportation advice in relation to the proposed redevelopment of land located in the vicinity of Vinegar Yard, London Borough of Southwark (LBS) for mixed (commercial) uses.

1.2 The application site is bounded by St Thomas Street, Fenning Street, Vinegar Yard and Snowsfields including Nos. 1-7 Fenning Street and No. 9 Fenning Street, SE1 3QR.

1.1 This Travel Plan has been prepared to act as the Framework Employee Travel Plan for the commercial floorspace. Once the development proceeds through the construction and occupation process, this document will be used as a framework document to produce an Employee Travel Plan for each occupier of the commercial floorspace, as appropriate.

1.2 The main aim of this Framework Travel Plan (hereinafter referred to as "Travel Plan") is to put in place the management tools deemed necessary to enable the employees and visitors of the commercial units on site, to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping employees and visitors from using sustainable and, in particular, active modes of transport.

1.3 This Travel Plan has been prepared in accordance with Travel Plan guidance issued by Transport for London (TfL) and BREEAM.

1.4 The remainder of this document is structured as follows:

- Section 2 – Outlines the accessibility and expected travel patterns;
- Section 3 – Sets out the objectives and targets;
- Section 4 – Outlines the Travel Plan strategy;
- Section 5 – Sets out the measures that will be implemented;
- Section 6 – Outlines the monitoring and review programme; and
- Section 7 – Sets out an Action Plan.

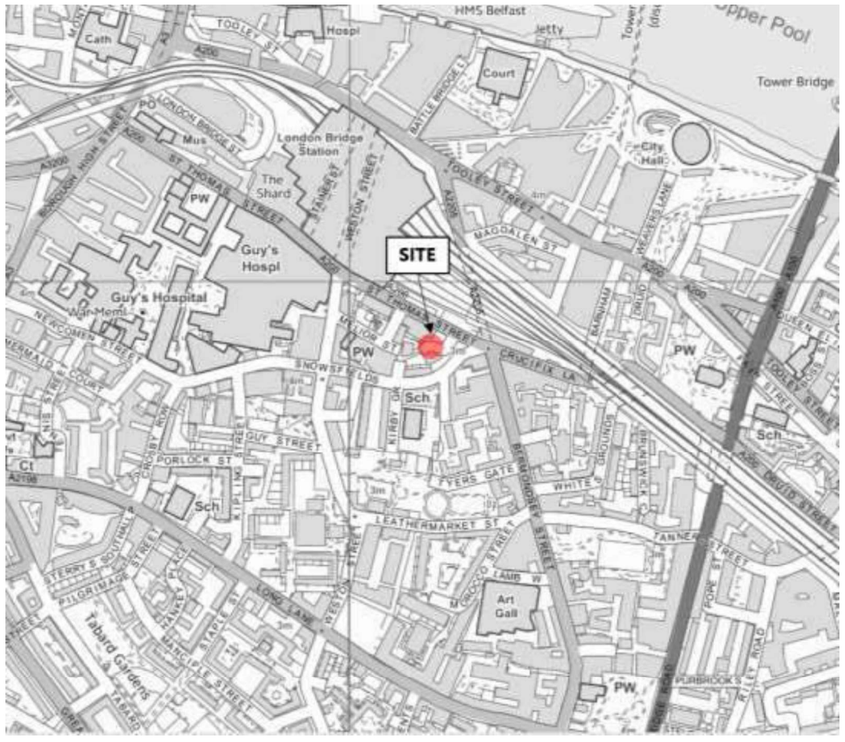
2 THE SITE & ACCESSIBILITY

The Site Location

2.1 The site is located in the London Borough of Southwark, on the south side of St Thomas Street a short distance from a recently opened pedestrian access to London Bridge station.

2.2 The site is bound to the north / north east by St Thomas Street, to the east / south east by Snowsfields, to the south / south west by a number of commercial buildings accessed from Melior Street and Melior Place, and to the west / north west by Fenning Street. The site location is illustrated in **Figure 2.1** below.

Figure 2.1: Site Location



2.3 The site lies within the London Bridge Quarter Development area / London Bridge business district, which includes The Shard, Shard Place, and The News Building.

2.4 The surrounding area is predominantly mixed in use and character and includes commercial and retail / restaurant premises to the south along Snowsfields and to the east along Bermondsey Street. In addition, there are some residential uses surrounding the site, including to the south of Snowsfields.

2.5 Despite being located alongside the nearby railway lines, the area surrounding the site has good pedestrian permeability, with Bermondsey Street and Joiner Street providing pedestrian access to the north (under the railway lines), while additional pedestrian routes are available via London Bridge station.

2.6 There are a number of 'green spaces' within a short walk of the site, including space on the corner of Fenning Street and Melior Street to the west of the site, Leathermarket Gardens to the south, and Guy Street Park to the south west. Scenic footpaths, which run parallel to the nearby River Thames, are accessible to the north of the site.

Local Highway Network

Vinegar Yard

2.7 Vinegar Yard is a short (circa 30 metre long) cul-de-sac located on the south side of St Thomas Street. It connects with St Thomas Street via a priorty controlled T-junction approximately midway between Fenning Street and Snowsfields.

2.8 Vinegar Yard currently provides vehicular access to the site and is subject to double yellow line marking restrictions.

2.9 Pedestrian facilities are provided along both sides of Vinegar Yard, for the majority of its length, which link the footways on St Thomas Street with the traffic free routes / pedestrian facilities on Melior Street and Melior Place to the south.

St Thomas Street

2.10 St Thomas Street forms part of the A200 and Transport for London Road Network (TLRN). Within the vicinity of the site, St Thomas Street is a TfL 'Red Route' and subject to double red line (no stopping at any time) restrictions.

2.11 Along the site frontage, St Thomas Street is subject to a 20mph speed limit and benefits from pedestrian footways and street lighting.

2.12 As highlighted earlier in this report, the section of St Thomas Street adjacent to the site (between Snowsfields and the St Thomas Street access to The Shard) is access only and one-way in a westbound direction for motorised vehicles. Further to the west, St Thomas Street is two-way between The Shard and its junction with Borough High Street.

Snowsfields

2.13 Snowsfields is a one-way road providing access between the junction of St Thomas Street and Bermondsey Street to the east of the site and Weston Street to the west of the site. Snowsfields provides on-street parking bays which are managed under the label 'F' Controlled Parking Zone (CPZ) which is operational Monday to Saturday between 08:00-18:30.

2.14 Snowsfields also incorporates a loading bay near Weston Street and a London Cycle Hire docking station located on the northern side of the carriageway between Kirby Grove and Hardwidge Street, with space for circa 31 cycles.

Fenning Street

2.15 Fenning Street is a relatively short, two-way, access road which is lightly trafficked. It connects St Thomas Street to the north, via a priority-controlled junction, and Melior Street to the south, via a priority-controlled junction.

2.16 It is subject to single yellow line restrictions along the majority of its length. There is a recently installed parking bay at the northern end of Fenning Street. There are a number of dropped kerbs along its eastern edge which previously provided vehicular access to parts of the application site.

2.17 The road is lit by street lights and there are footways on both sides of the carriageway.

Melior Street

2.18 Melior Street is a cul-de-sac that provides vehicular access to Weston Street to the west via a priority controlled junction and Fenning Street to the east. Beyond the junction of Fenning Street, Melior Street provides a pedestrian link to Melior Place.

2.19 Melior Street is lightly trafficked and is subject to single yellow line markings along its southern side and double yellow line restrictions along its northern side for a short distance to the west of Fenning Street.

Weston Street

2.20 Weston Street is a two-way access road connecting St Thomas Street to the north and Long Lane to the south via junctions with Snowsfields and Leathermarket Street.

2.21 Weston Street incorporates footways on both side of the carriageway and is subject to double yellow and single yellow line restrictions within the vicinity of the site. It also incorporates a number of parking / loading bays on its eastern side.

2.22 Vehicular access to Weston Street is restricted north of its junction with Snowsfields and at the junction of St Thomas Street.

Existing Travel Options

Walking

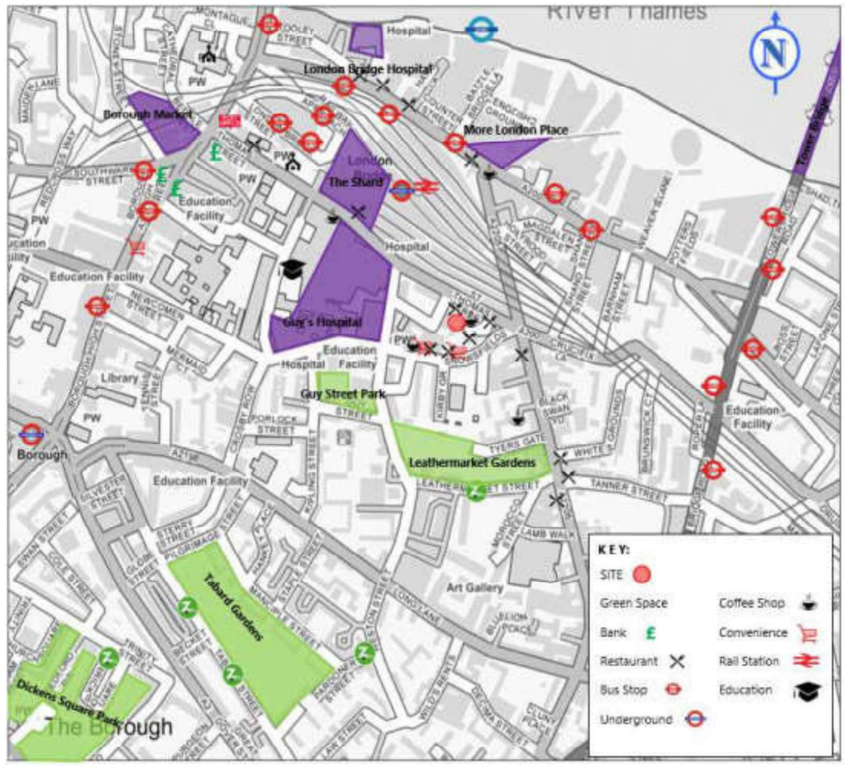
2.23 A person's willingness to walk is dependent on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

2.24 CIHT research on walking (Planning for Walking, 2015) suggests that for journeys of up to 1 mile (up to 1.6km) the majority of people will walk (79%). While the proportion of people walking decreases beyond the 1 mile threshold (26% between 1-2miles).

2.25 Further research reviewing walking distances reviews the National Travel Survey data for 2010-2012 (*How far do people walk? WYG Research Paper, 2015*) which suggests that walking mode should be considered suitable for distances up to 1.95km.

2.26 There are a number of local amenities which are located within the 1.6 kilometres to 2 kilometres range of the site. **Figure 2.1** below shows the location of local public transport opportunities as well as local amenities.

Figure 2.1: Main Local Amenities Map



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

2.28 Currently, the closest bus stops to the site are located on Tooley Street; however it is likely that bus services will be reinstated on St Thomas Street once the temporary measures and highway works are complete.

Table 2.1: Approximate Distances to Local Amenities

Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus stops	London Bridge Bus Station	400	5
London Bridge Rail Station	St Thomas Street	170	2
London Bridge Underground Station	St Thomas Street	240	3
Facilities and Amenities			
Convenience and Grocery Store	Snowfields	140	2
Tesco Metro Supermarket	Tooley Street, Bursar Street	400	5

2.29 As shown in the table above there are a number of amenities and public transport services available within convenient walking distances of the site, including bus, underground and rail services, as well as amenities such as convenience stores, a bank and a post office.

2.30 The walking environment in the vicinity of the site has been assessed accounting for the age-related requirements of occupants and visitors and is of a good standard with wide footways located along St Thomas Street and the majority of the expected walking routes.

Cycling

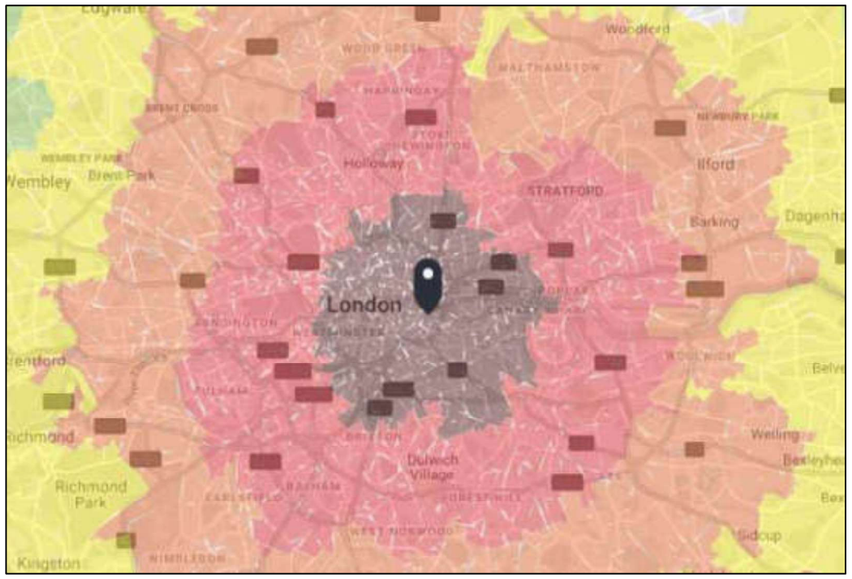
2.31 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are undertaken by private cars.

2.32 The guidelines referred to above highlight that there is a 'substantial potential' for substituting driving for cycling for distances up to 5 miles. Much of central London is within a convenient cycle ride of the site, while the following areas are available within an 8km radius of the site; Stoke Newington, Queen Elizabeth Olympic Park, Poplar, Deptford, Brixton, Hyde Park and Chalk Farm.

2.33 **Figure 2.2** below indicates the Active Travel Zone for the site based on a 20-minute cycle distance. The figure demonstrates that parts of Islington and Camden to the north, Canary

Wharf to the east, Camberwell to the south, and Westminster to the west are located within a 20-minute cycle distance.

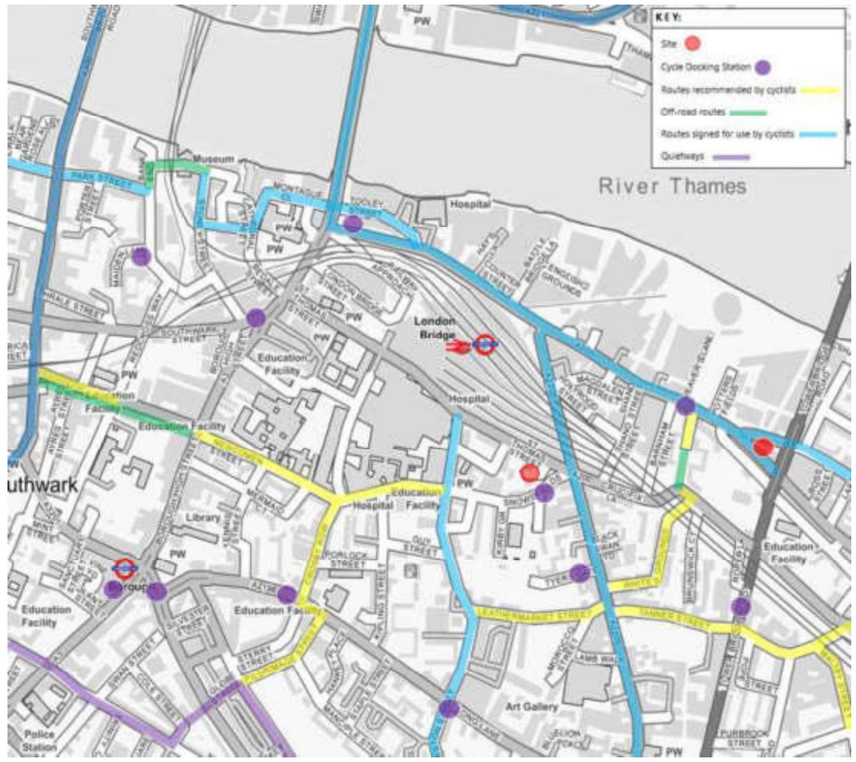
Figure 2.2: Active Travel Zone (Cycling) (Source: TfL)



2.34 TfL's Local Cycle Guide No.7 indicates that there is a good network of cycle ways in the local area with Bermondsey Street, Weston Street, Tooley Street and London Bridge labelled as '*Routes signed or marked for use by cyclists*'. Additional roads that are defined as being '*Quieter roads that have been recommended by other cyclists*' include Leathermarket Street, Whites Grounds and Druid Street.

2.35 There are a number of cycle routes surrounding the site which provide a good level of cycle infrastructure accounting for the age-related requirements of proposes occupants and visitors. Cycle Superhighway No.7 passes the site to the west in a north-south orientation via Southwark Bridge Road and Southwark Bridge. National Cycle Network 4 passes the site to the north via Tooley Street. London Cycle Network route No. 22 passes the site to the east via Bermondsey Street and finally Quietway No. 1 passes the site to the south via Tabard Street and Trinity Street. **Figure 2.3** below highlights the cycle network surrounding the site.

Figure 3.3: Local Cycle Network Map



London Cycle Hire

2.36 The site is located within short walking distance of the London Cycle Hire docking station on Snowsfields. The docking station provides circa 31 bikes / spaces. It is located within a layby on the north side of Snowsfields to the north west of Hardwidge Street.

2.37 A number of other London Cycle Hire docking stations can be found in the wider vicinity, including on Tooley Street to the north east of the site, Tyers Gate to the south east of the site and Southwark Street to the west.

Cycle Parking Facilities

2.38 The local area has a limited level of cycle parking facilities with no on-street cycle parking facilities on street in proximity to the site on St Thomas Street, Fenning Street and Melior Street.

The existing building does not provide any dedicated cycle facilities. The closest cycle parking facilities are located in London Bridge rail station.

Public Transport

Public Transport Accessibility Level (PTAL)

2.39 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.40 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

2.41 The site has a PTAL rating of 6b, demonstrating an 'excellent' level of accessibility to public transport and the highest possible rating.

London Underground Services

2.42 The closest London Underground station to the site is London Bridge. There is a recently opened pedestrian access to this station within approximately 240 metres walking distance to the west of the St Thomas Street site frontage.

2.43 Northern Line (Bank Branch) and Jubilee Line London Underground services can be accessed from London Bridge station.

2.44 During peak travel times the Northern Line operates every 2 to 3 minutes in each direction while the Jubilee Line operates every 2 minutes in each direction.

2.45 In addition, Circle and District Line London Underground services can be accessed from Monument station which is within approximately 1.25 kilometres walking distance to the north of the site.

Rail Services

2.46 In addition to the London Underground services that can be accessed at London Bridge station, outlined above, the station is also served by Southeastern, Southern and Thameslink services.

2.47 An extract of departures from London Bridge Rail Station in the PM Peak is provided in **Table 2.2**. Based on this it is assumed there are around 106 services operating from the station during peak times.

Table 2.2: Peak Hour Rail Frequency

Service	Departures from London Bridge Station (Destination)	Frequency (trains per hour)
Southeastern / Southern Railway / Thameslink	London Charing Cross	21
	London Cannon Street	13
	Luton	10
	Sevenoaks	10
	Bedford	8
	Gatwick Airport	7
	Gravesend	7
	Orpington	6
	Tunbridge Wells	6
	Hayes	5
	Ramsgate	5
	Hastings	3
	Brighton	2
	East Grinstead	2
	Margate	2
	Guildford	1
	Littlehampton	1
Total		**106**

Bus Services

2.48 A significant number of bus services can be accessed within 500 metres walking distance of the site.

2.49 According to the PTAL report referred to above, there are bus stops at London Bridge Station, Tooley Street / Hays Wharf, Tower Bridge Road / Druid Street, and Long Lane / Bermondsey Street.

2.50 **Table 2.3** below provides a summary of bus services that can be accessed from the above bus stops.

Table 2.3: Local Bus Service Summary				
Route Number	**Route**	**Peak Frequency (in minutes) One-Way**		
		Weekdays	**Saturday**	**Sunday**
42	East Dulwich – Druid Street – Liverpool Street station	10-14	10-14	15
43	London Bridge – Friern Barnet	4-8	5-9	7-11
47	London Bridge – Catford Shoreditch	9-13	10-13	10-22
78	Shoreditch - Druid Street – Peckham Rye	9-12	9-12	10-14
141	London Bridge – Palmers Green	6-10	7-11	10-13
149	London Bridge – Edmonton Green	4-9	7-10	7-10
188	North Greenwich – Druid Street – Russell Square	6-10	8-15	11-20
343	City Hall – New Cross Gate	7-10	6-10	8-12
381	County Hall – Peckham	9-12	10-12	11-14
521	London Bridge – Waterloo	2-13	7-10	10-13
C10	Victoria – Canada Water	7-10	8-12	11-13
RV1	Covent Garden – Tower Gateway	18-22	18-22	18-22

2.51 According to the PTAL report referred to above, there are around 226 buses operating within the area surrounding the site per hour during peak periods.

Riverboat Services

2.52 London Bridge City Pier is located within approximately 650 metres walking distance of the site. The following services can be accessed from this pier:

- RB1 – Westminster to North Greenwich. 2-3 services per hour.
- RB1X – Westminster to North Greenwich express. 1-2 services per hour.
- RB2 – Battersea Power Station – London Bridge City. 2 per hour.
- RB6 – Putney – Blackfriars / Canary Wharf. 1-3 per hour. Peak time only service.

Existing and Future Travel Patterns

2.53 The assumed modal share for the various potential uses at the site is taken from the Transport Assessment that supported the scheme and is set out in **Table 2.4** below.

2.54 The scheme contains flexible medical / research and development space and therefore the table below includes the modal share assumptions for both uses.

Table 2.4: Modal Split Assumptions					
Mode	**Offices / Affordable Workspace**	**Outpatient Facility**	**Research and Development**		**Retail / Restaurant / Community Centre**
			Staff	**Students**	
Underground	25.5%	25.0%	25.5%	28.0%	30.0%
Train	45.5%	25.0%	45.5%	23.0%	10.0%
Bus	12.0%	10.0%	12.0%	21.0%	14.0%
Taxi / Drop Off & Collection	0.2%	2.0%	0.2%	0.0%	0.3%
M/cycle	0.3%	0.0%	0.3%	0.0%	0.0%
Car Driver	0.0%	0.0%	0.0%	0.0%	0.0%
Car Passenger	0.0%	0.0%	0.0%	0.0%	0.0%
Cycle	7.5%	8.0%	7.5%	6.0%	5.7%
Walk / Foot	9.0%	30.0%	9.0%	22.0%	40.0%

3 OBJECTIVES AND TARGETS

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

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

3.2 The Travel Plan's overriding objective is:

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

3.3 The sub-objectives are:

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

Targets

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

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

Action Targets

3.6 The key action targets are set out below:

- Where appropriate, each occupier will appoint a Travel Plan Coordinator upon first occupation;
- Baseline travel surveys will be undertaken 3 months from occupation, as required; and
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section).

Aim Targets

3.7 The aim targets of this Framework Travel Plan are focused on the employees of the proposed commercial development on the site.

3.8 In order to encourage more sustainable travel habits, the target is to achieve a 10% modal share increase for active modes (walking and cycling).

3.9 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years (the life of the Travel Plan) once the development site has been fully built out.

3.10 The baseline figures are taken from the expected mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline travel survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Initial Travel Plan AIM Targets				
Target	**Indicator**	**Mode Split (%)**		
		Baseline (Year 0)	**Interim (Year 3)**	**Final (Year 5)**
Employees				
Achieve a 5% increase in the mode share for cycling by Year 5	Modal Split monitoring surveys for cycling	9%	10%	14%
Achieve a 5% increase in the mode share for walking by Year 5	Modal split monitoring surveys for walking	10%	12%	15%
Visitors				
Increase the awareness of cycling and walking as viable options available to access the site	No surveys necessary	-	-	-

3.11 It is more constructive to set initiatives aimed at promoting sustainable transport by visitors than targets, as visitor travel tends to be irregular and infrequent.

4 TRAVEL PLAN STRATEGY

Employee Travel Plan Strategy

4.1 This document has been designed to provide the framework from which individual employee Travel Plans will be prepared. It provides an outline of the general elements that the tenants / occupiers will need to include within their individualised Travel Plans. Occupiers will be expected to adapt these to suit their own circumstances and organisational policies.

4.2 The type of Travel Plan will be dependent on the size of each organisation. The TfL thresholds that are set out in their guidance will be used for determining this.

Full Travel Plan

4.3 Occupiers at or above the strategic-level thresholds must by default produce and adhere to Full Travel Plans that contain all relevant information as per the TfL guidance.

Travel Plan Statement

4.4 Occupiers that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation.

Travel Plan Coordinator

4.5 Each occupier / tenant of the commercial units will appoint a Travel Plan Coordinator to develop and manage the Travel Plan (if required and / or the occupier is of an appropriate size to warrant a Travel Plan Coordinator).

4.6 The Travel Plan Coordinator is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results.

4.7 The main responsibilities of the Travel Plan Coordinator will consequently be:

- To develop the Travel Plan for their employer based on this Framework Travel Plan;
- To implement, market and manage the Travel Plan;
- Monitor the success of the Travel Plan against the agreed targets;

- Report the results of the Travel Plan to the London Borough of Southwark's Travel Plan Team; and
- Act as a point of contact for staff regarding travel and the Travel Plan.

4.8 Each occupier will appoint their Travel Plan Coordinator upon initial occupation of the site and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to the LBS's Travel Plan Team upon their appointment. Each occupier will be responsible for submitting a Travel Plan within 3 months of occupying the development (dependent on the size of the organisation).

4.9 Regular updating of the Travel Plan is part of the responsibility of the nominated person.

4.10 The role of the Travel Plan Coordinator is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will make sure that the Travel Plan Coordinator has enough time to undertake his / her duties. The staff member appointed will need to be at a senior enough level to effectively communicate with management within their organisation regarding the Travel Plan.

4.11 The funding of each Travel Plan Coordinator is the responsibility of the occupier and the Travel Plan will be developed using the latest version of TfL guidance.

Marketing Strategy

4.12 Employees based at the site will be made aware of the existence of the Travel Plan upon the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained upon acceptance of job offers and noted in job interviews or similar.

4.13 The following could be used as a means of disseminating information to employees to promote events / campaigns / promotions / services / initiatives:

- Induction pack;
- Staff notice boards;
- Staff Newsletters; and
- Company internet / intranet sites.

5 MEASURES AND INITIATIVES

Introduction

5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

5.2 Bespoke travel plan measures will be implemented once the occupiers of the development proposal are known.

5.3 The list of measures described below is by no means exhaustive and it will be the responsibility of the appointed Travel Plan Coordinator to investigate other potential measures. It is important to add that in the longer term other measures may be more suitable for the users depending on their needs and demands. This will be evident from the proposed regular monitoring results and measures will be implemented and / or altered accordingly.

Hard / Physical Measures

5.4 It is recognised that physical aspects of the design can influence travel patterns and will have an impact upon the mode and extent of use of sustainable transport from the outset. The measures that will be incorporated into the design are set out below:

- The reinstatement and improvement of footpaths around the site.
- A new high quality public realm.

Site Servicing

Delivery Consolidation

5.5 It is proposed that the site will operate with off-site consolidation. The primary role of delivery consolidation centres is to reorganise goods in order to provide a more economic and environmentally friendly delivery strategy.

5.6 The key functions of delivery consolidation are to;

- Reduce the number of vehicles on the road network surrounding the site;
- Improve vehicle capacity utilisation;
- Undertake deliveries outside of peak hours; and,

- Mitigate against missed deliveries through scheduling.

Car Parking

5.7 The proposed development seeks to implement the provision of two on-site disabled parking spaces only. No car parking is to be provided on-site.

Cycle Parking

5.8 Cycle parking will be provided in accordance with London Plan standards. In total, 463 cycle parking spaces are proposed to be delivered comprising 290 long-stay (staff) cycle parking spaces and 173 short-stay (visitor) cycle parking spaces.

Walking and Cycling

5.9 Both walking and cycling are cheap, convenient and reliable methods of transport. Cycling is particularly important in promoting a move from Public Transport towards active modes of travel and addressing congestion and pollution, as it can replace many journeys which otherwise would be made by private vehicles and public transport.

5.10 The Travel Plan Coordinator will encourage walking by providing information about the most suitable / appropriate pedestrian routes to / from the site, and also to local amenities. The health benefits of walking are to be promoted through things such as Walk to Work Week, which usually falls in the month of May.

5.11 The Travel Plan Coordinator will:

- report the results of the travel surveys to the relevant local authority Officer and will liaise with that Officer to establish the potential for improvements to existing off-site facilities; and
- Seek to ensure that pedestrian routes surrounding the site are appropriately maintained. This will be achieved through a regular dialogue with the Highway Authority. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc.

5.12 The Travel Plan Coordinator will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Undertake research into courses and establish whether there is demand for cycle training. There are free cycle training and subsidised bike maintenance courses for adults and children who live, work or study in Southwark. Courses are run by National Standards approved, trained and experienced instructors;
- Investigating whether tax incentives schemes such as the Government's Cycle Scheme are appropriate for the employers of the site;
- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services;
- Organisation of social cycling events, e.g. lunch time or after work / shift rides, or participation in cycle-related events such as the London to Brighton bike ride.
- Creating a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling in London can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling.
- Seek to ensure that cycle routes are appropriately maintained which will be achieved through a regular dialogue with the Highway Authority. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc.

5.13 The Travel Plan Coordinator will provide information on the safest cycle routes in the area and promote the use of cycling to access the site.

Public Transport

5.14 The Travel Plan Coordinator will ensure that all underground, train and bus services are well publicised and promoted to all employees and visitors.

5.15 Measures will include providing route and timetable information, contact details and mobile app information for public transport operators such as TfL (Journey Planner) and National Rail, within the Induction Packs and on travel notice boards.

5.16 Taxis have an important role in providing for employee trips in particular when other modes of transport may not be available. The Travel Plan Coordinator will ensure that the contact details for local taxi operators are available on-site.

Provision for People with Disabilities and Visual Impairment

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

- All stair cases have refuge points;
- The site comprises wheelchair accessible lift facilities in all buildings;
- All corridors and access routes are of suitable width to allow for wheelchair access; and
- The site is provided with disabled toilets.

5.18 The Travel Plan Coordinator, through dialogue with the London Borough of Southwark (if necessary / appropriate), will also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:

- All dropped kerbs to contain tactile paving of the appropriate colour;
- Audible pedestrian crossing tones where appropriate; and
- Rotating cones on signalised pedestrian crossings.

Induction Packs and Travel Information Provision

5.19 All employees of the development, will be given information about the Travel Plan and travel options in the form of an Induction Pack, containing information on public transport services close to the site and other measures for encouraging active modes of travel.

5.20 The pack will contain at least the following information:

- A summarised version of the Travel Plan document, that sets out its purpose and associated benefits;
- Detail and promote the on-site cycle parking facilities for employees including the location of the spaces, lockers and shower facilities as well as information on how to obtain a locker and how to access the secure cycle parking area(s).

- Information how to use mobile journey planning and travel apps, such as Citymapper (citymapper.com/London);
- Timetables and route maps for public transport;
- Contact numbers, web and app details for the TfL Journey Planner and National Rail Enquiries;
- Local taxi company details;
- Car Club information;
- Cycling and walking maps for the local area, including the London Cycle Network and secure cycle parking facility information;
- Web details for any community travel sites and community forum sites;
- Web and other contact details for major retailers offering home shopping facilities; and
- Any relevant employer specific company policies related to transport.

5.21 Dedicated Sustainable Travel Notice Boards will be installed at key locations within the site such as near the employee entrances. The notice boards will be at the site from the outset and will display material designed to promote not only sustainable travel modes such as public transport, walking and cycling but also details of the Travel Plan itself and the contact details of the Travel Plan Coordinator.

5.22 The Travel Notice Board can also be used as a marketing tool to promote associated transport events and the implementation of new initiatives.

5.23 A personalised journey planning service will be offered to employees by the Travel Plan Coordinator and advice will be given on how to plan journeys by sustainable modes of transport if required.

Visitor Travel

5.24 Employees will be provided with advice to ensure that visitors are advised to travel by modes other than the private car, wherever possible. Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate off-street car park.

6 MONITORING AND REVIEW

Monitoring

6.1 The employment monitoring programme will begin with the initial baseline travel survey (Year 0), to be undertaken no later than three months after occupation, for all relevant commercial units. The monitoring surveys for each occupier will be carried out independently of other occupiers and will be the responsibility of the occupier.

6.2 The Travel Plan will be monitored at years 1, 3 and 5 after full occupation of the site. The baseline travel survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0.

6.3 The standard employee travel data collection would include the following information:

- Questionnaire surveys of employees to identify the mode share for travel method to / from work / home, focusing on barriers to more sustainable travel in the longer term, especially active modes of travel. (A copy of the proposed Employee Travel Survey Questionnaire is included at **Appendix 1**);
- Changes to any information provided on travel noticeboards, e.g. timetables;
- Cycle parking utilisation survey;
- Demand for additional cycle parking facilities;
- Condition of on and off-site pedestrian and cycle facilities; and
- Comments received from employees relating to the operation and implications of the Travel Plan.

6.4 All monitoring will follow the most up to date TfL best practice guidance and will be the joint responsibility of the Applicant / the management company.

6.5 The initial baseline travel survey will be marketed by the Travel Plan Coordinator to encourage a high response rate. According to TfL guidance, organisations should aim to achieve a response rate of at least 30%.

6.6 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the local authority.

Review

6.7 The Travel Plan Coordinator will compile a report each year (Annual Review) for a period of 5 years that will include the results of any monitoring. The report will then be issued to LBS.

Securing and Enforcement

6.8 This Framework Employee Travel Plan can be secured via Condition or Legal Agreement.

7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in **Table 7.1** below. The Action Plan will be revised every year following each Annual Review.

Table 7.1 Action Plan

Measures	Notes	Status / Target Date	Method
General			
Appointment of Travel Plan Coordinator (TPC)	A TPC will be a part-time role (if required)	Prior to occupation	Provision
Development of Employee Travel Plans	TPCs will develop the subsequent Employee Travel Plans in accordance with the Travel Plan thresholds	Prior to occupation	Provision
Information Provision			
Induction Packs for all Employees	All employees will receive a travel pack outlining the sustainable options for travelling to the site, company policy related to transport (for employees), the existence and purpose of the Travel Plan and location of cycle parking etc	Prior to / upon commencement of employment	N/A
Sustainable Travel Information Boards	Travel information boards will be placed in prominent locations near to employee entrances to the site	Installed with building fit-out	N/A
Personalised Travel Planning Sessions	The TPC will offer planning services during induction sessions	Initial point of occupation and when necessary upon recruitment	The TPC v record of employee the servic nature of (group, o
Cycling			
Provision of cycle racks / stands	Cycle parking to be provided for employees and visitors	Provided as part of development process	Spot chec maintena
Employee discount on cycle and safety equipment	Cycle to Work Scheme (if appropriate)	Within 6 months of first occupation	Uptake of monitore
Provide cycle route maps and other information relating to cycle facilities	Free mapping available from TfL. Costs associated with bespoke information boards.	Within 6 months of first occupation	TPC to m

APPENDIX 1

Employee Questionnaire Survey

Measures	Notes	Status / Target Date	Method of Monitoring	Responsibility
Walking				
Employees to be provided with information related to safe walking routes	As part of the induction sessions	At initial occupation	NA	TPC
Walk to Work days and social walking events	Health and financial benefits	Spring and Summer (Annually)	TPC to monitor uptake	TPC
Public Transport				
Notice board with timetable information for employees	Situated in visible location	Installed with building fit-out	Administrative / TPC	TPC
Monitoring				
Baseline survey	Year 0	If required, no later than three months after occupation of the employment unit(s)	Survey	TPC
Annual review	Summarise results of all travel plan measures / initiatives undertaken within the year preceding. Provide analysis of successes and provide points for improvement for the following annual review	If required, each anniversary of the Year 0 survey until Year 5	Various surveys / feedback / utilisation statistics etc	TPC
Interim and final surveys	Years 1, 3 and 5	If required, anniversary of the Year 0 survey	Survey	TPC
Review of Travel Plan	At Year 5	Receipt of Year 5 survey results	NA	TPC

Travel Survey Questionnaire

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

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

1. What is your home postcode? (Please include the last three digits) _____

2. What time do you normally arrive at work?

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

3. What time do you normally leave work?

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

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

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

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

5. Approximately how far is your journey?

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

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

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

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

☐ Motorbike > 125 (09) ☐ Taxi (10) ☐ Walk (11)

☐ Other (12) – Please Specify: _____

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

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

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

☐ Motorbike >125 (09) ☐ Taxi (10) ☐ Walk (11)

☐ Other (12) – Please Specify: _____

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

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

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

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

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

9. In what age category do you fall?

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

St Thomas Bermondsey Limited

VINEGAR YARD, SOUTHWARK

UPDATED SCHEME
Planning Reference 18/AP/04717

GLA reference number: GLA/6208/S2

Draft Delivery & Servicing Management Plan

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1 INTRODUCTION

1.1 Caneparo Associates is retained by St Thomas Bermondsey Limited (hereinafter referred to as 'the Applicant') to provide traffic and transportation advice in relation to the proposed redevelopment of land bounded by St Thomas Street, Fenning Street, Vinegar Yard and Snowsfields including Nos. 1 – 7 Fenning Street and No. 9 Fenning Street in the London Borough of Southwark.

1.2 This DSMP has been prepared following a series of site visits and with the benefit of experience gained in relation to other similar developments in London. It takes into account the circumstances on the surrounding highway network and seeks to outline how delivery, servicing and refuse traffic will be managed for the lifetime of the building.

1.3 It is intended that this document will be updated prior to occupation once the occupiers of the development are known.

1.4 The primary objective of the DSMP is to ensure deliveries and servicing activities are carried out efficiently and do not create any adverse impact on the adjacent highway and public realm. Effective management will ensure that the potential for vehicle / pedestrian conflicts is minimised and that the development will have a minimum impact on the operation of the surrounding highway network and the amenity of local residents and businesses.

1.5 The remainder of the DSMP is set out as follows:

- Section 2 provides an overview of the site's location;
- Section 3 sets out the proposed servicing arrangements;
- Section 4 sets out the proposed refuse and recycling arrangements; and,
- Section 5 details the monitoring and review of the plan.

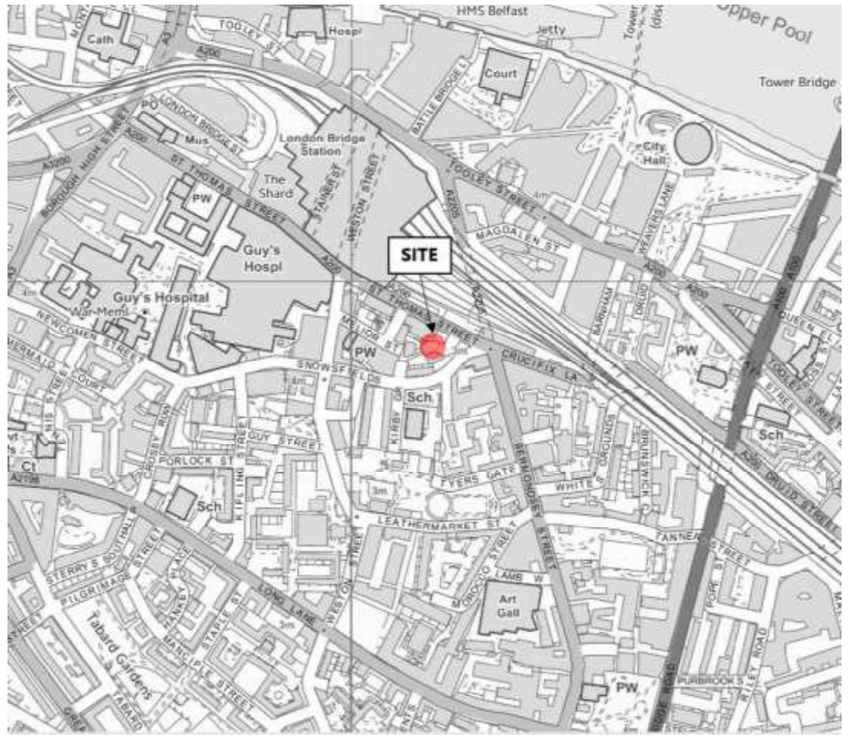
2 THE SITE & SURROUNDING AREA

The Site Location

2.1 The site is located in the London Borough of Southwark, on the south side of St Thomas Street a short distance from a recently opened pedestrian access to London Bridge station.

2.2 The site is bound to the north / north east by St Thomas Street, to the east / south east by Snowsfields, to the south / south west by a number of commercial buildings accessed from Melior Street and Melior Place, and to the west / north west by Fenning Street. The site location is illustrated in the figure below.

Figure 1: Site Location



2.3 The site lies within the London Bridge Quarter Development area / London Bridge business district, which includes The Shard, Shard Place, and The News Building.

2.4 The surrounding area is predominantly mixed in use and character and includes commercial and retail / restaurant premises to the south along Snowsfields and to the east along Bermondsey Street. In addition, there are some residential uses surrounding the site, including to the south of Snowsfields.

2.5 Despite being located alongside the nearby railway lines, the area surrounding the site has good pedestrian permeability, with Bermondsey Street and Joiner Street providing pedestrian access to the north (under the railway lines), while additional pedestrian routes are available via London Bridge station.

2.6 The site is located within the St Thomas Street East Masterplan (STSEM) area – a vision for the southern side of St Thomas Street created by TfL and four adjoining landowners working collaboratively with LBS and local stakeholders to develop a strategy for the redevelopment of the local area.

2.7 The four developments that comprise the STSEM area are as follows:

- Capital House – 40-46 Weston Street;
- EDGE London Bridge - 60 St Thomas Street;
- Vinegar Yard – The planning application site; and,
- Bermondsey / Snowsfields – 40-44 Bermondsey Street, Vinegar Yard Warehouse, 9-17 Vinegar Yard and land adjacent to Snowsfields.

2.8 There are a number of 'green spaces' within a short walk of the site, including space on the corner of Fenning Street and Melior Street to the west of the site, Leathermarket Gardens to the south, and Guy Street Park to the south west. Scenic footpaths, which run parallel to the nearby River Thames, are accessible to the north of the site.

Local Highway Network

Vinegar Yard

2.9 Vinegar Yard is a short (circa 30 metre long) cul-de-sac located on the south side of St Thomas Street. It connects with St Thomas Street via a priority controlled T-junction approximately midway between Fenning Street and Snowsfields.

2.10 Vinegar Yard currently provides vehicular access to the site and is subject to double yellow line marking restrictions.

2.11 Pedestrian facilities are provided along both sides of Vinegar Yard, for the majority of its length, which link the footways on St Thomas Street with the traffic free routes / pedestrian facilities on Melior Street and Melior Place to the south.

St Thomas Street

2.12 St Thomas Street forms part of the A200 and Transport for London Road Network (TLRN). Within the vicinity of the site, St Thomas Street is a TfL 'Red Route' and subject to double red line (no stopping at any time) restrictions.

2.13 Along the site frontage, St Thomas Street is subject to a 20mph speed limit and benefits from pedestrian footways and street lighting.

2.14 As highlighted earlier in this report, the section of St Thomas Street adjacent to the site (between Snowsfields and the St Thomas Street access to The Shard) is access only and one-way in a westbound direction for motorised vehicles. Further to the west, St Thomas Street is two-way between The Shard and its junction with Borough High Street.

Snowsfields

2.15 Snowsfields is a one-way road providing access between the junction of St Thomas Street and Bermondsey Street to the east of the site and Weston Street to the west of the site. Snowsfields provides on-street parking bays which are managed under the label 'F' Controlled Parking Zone (CPZ) which is operational Monday to Saturday between 08:00-18:30.

2.16 Snowsfields also incorporates a loading bay near Weston Street and a London Cycle Hire docking station located on the northern side of the carriageway between Kirby Grove and Hardwidge Street, with space for circa 31 cycles.

Fenning Street

2.17 Fenning Street is a relatively short, two-way, narrow access road which is lightly trafficked. It connects St Thomas Street to the north, via a priority-controlled junction, and Melior Street to the south, via a priority-controlled junction.

2.18 It is subject to single yellow line restrictions along the majority of its length. There is a recently installed parking bay at the northern end of Fenning Street. There are a number of dropped kerbs along its eastern edge which previously provided vehicular access to parts of the site.

2.19 The road is lit by street lights and there are footways on both sides of the carriageway.

Melior Street

2.20 Melior Street is a cul-de-sac that provides vehicular access to Weston Street to the west via a priority controlled junction and Fenning Street to the east. Beyond the junction of Fenning Street, Melior Street provides a pedestrian link to Melior Place.

2.21 Melior Street is lightly trafficked and is subject to single yellow line markings along its southern side and double yellow line restrictions along its northern side for a short distance to the west of Fenning Street.

Weston Street

2.22 Weston Street is a two-way access road connecting St Thomas Street to the north and Long Lane to the south via junctions with Snowsfields and Leathermarket Street.

2.23 Weston Street incorporates footways on both side of the carriageway and is subject to double yellow and single yellow line restrictions within the vicinity of the site. It also incorporates a number of parking / loading bays on its eastern side.

2.24 Vehicular access to Weston Street is restricted north of its junction with Snowsfields and at the junction of St Thomas Street.

3 SERVICING STRATEGY

Proposed Delivery and Servicing Arrangements

3.1 All servicing will take place via a dedicated on-site / off-street loading / unloading area serviced by the re-routed Vinegar Yard accessed from a new access off Snowsfields.

3.2 Servicing is anticipated to be commercially procured, with organised arrival times and managed loading / unloading arrangements. The development will operate with off-site consolidation to reduce the number of deliveries to the site.

On-Site Delivery Arrangements

3.3 Deliveries will arrive at the loading area at an appointed time, be received by building management staff, and be taken in the shuttle lift to the basement. At basement level the goods will be transferred to the main goods lifts and transported to the prescribed upper levels.

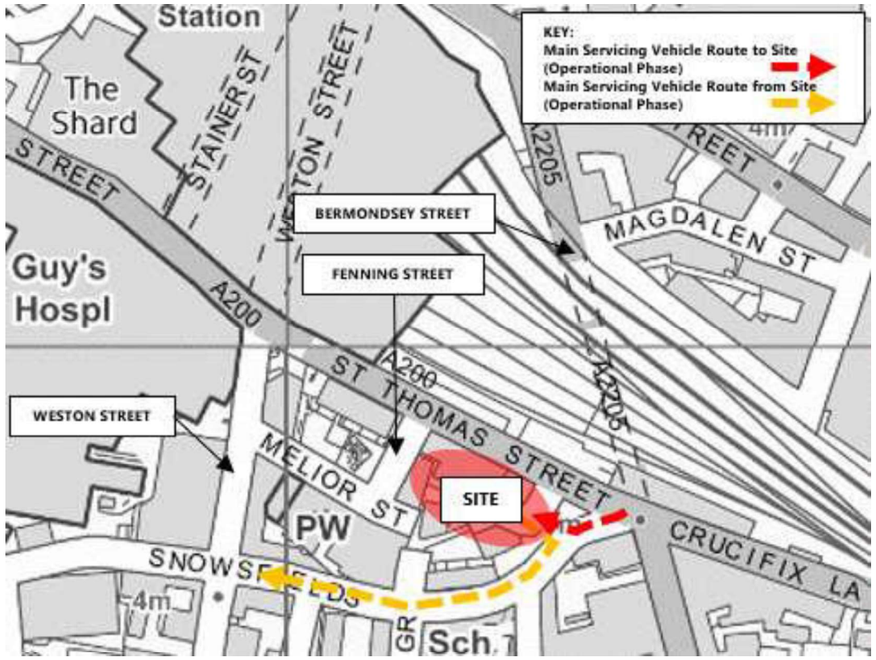
Delivery and Service Vehicle Access Routes

3.4 Given the traffic management arrangements surrounding the site it is anticipated that all delivery and servicing vehicles will be driven towards the site via the junction of St Thomas Street and Bermondsey Street located to the north east of the site. Vehicles will then be driven onto Snowsfields before being driven towards the proposed on-site loading area.

3.5 After the vehicles have been loaded / unloaded they will be driven back towards Snowsfields before turning right / south onto Snowsfields in accordance with the one-way arrangements on Snowsfields.

3.6 The vehicle routes to and from the on-site loading / unloading area are highlighted in the figure below.

Figure 2: Delivery and Servicing Vehicle Access Routes



Delivery Consolidation

3.7 It is proposed that the development will operate with off-site consolidation. The primary role of delivery consolidation centres is to reorganise goods to provide a more economic and environmentally friendly delivery strategy.

3.8 The key functions of delivery consolidation are to:

- reduce the number of vehicles on the road network surrounding the site;
- improve vehicle capacity utilisation;
- undertake deliveries outside of peak hours; and,
- mitigate against missed deliveries through scheduling.

3.9 The consolidation of deliveries is well founded and well-established in London already and is readily implementable for a development of this type and scale.

3.10 For example, a consolidation scheme has been in place for Regent Street since 2008 and is operated by Clipper for The Crown Estate. The operation functions via a consolidation depot located outside of the congestion charging zone. The scheme has reduced vehicle movements to participating stores by up to 85%. In addition, Guy's Hospital in proximity to the site has recently adopted Delivery Consolidation which has dramatically reduced the number of servicing and delivery vehicles which visit the Hospital on a daily basis.

3.11 It is considered that the consolidation scheme could achieve a circa 80% reduction in servicing vehicles each day, on average.

3.12 It is anticipated that this operational strategy will be regulated via a suitably worded planning condition, which will ensure the site operates under the terms of the finalised DSMP.

Why Consolidate?

3.13 In addition to the benefit of simply reducing the number of servicing vehicles, it is known that Delivery and servicing activity contributes significantly to Green House Gas (GHG) emissions and poor air quality – any ability to reduce the impacts associated with their usage can provide notable environmental benefits. For example:

- In 2016, HGVs accounted for 18% of road transport GHG emissions.
- HGVs are second largest source of road transport GHG emissions (after passenger cars).
- In 2016, vans accounted for 17% of UK road transport GHG emissions.
- Vans are the third largest and fastest growing source of road transport GHG emissions.
- The 2017 DfT Clean Growth Strategy notes significant reduction in HGV emissions is needed.
- In 2015, HGVs contributed 16% to road transport NOx emissions.
- In 2015, vans contributed 30% to road transport NOx emissions.

3.14 The implementation of consolidation can readily achieve reductions of 80% in the number of deliveries undertaken and can make use of more environmentally friendly vehicles (electric / hybrid vehicles) which can contribute significantly to improving air quality and emissions.

3.15 Consolidation companies would be able to provide data throughout the building lifecycle on the number of deliveries which have been taken off the roads as a consequence of its implementation with associated information on the reduction in GHGs.

3.16 The reduction in vehicles can also contribute significantly to improving traffic safety, congestion and the quality of the public realm both in the immediate vicinity of the site and beyond.

Estimated Delivery and Servicing Demand

3.17 The delivery and servicing demand associated with the proposed development will, to an extent, depend on the use of the development after it has been implemented - there will be the potential for part of the development, if approved and implemented, to be used as a medical facility or for research and development. The rest of the development will incorporate office space, affordable workspace and retail / restaurant space.

3.18 The estimated delivery and servicing demand for the two potential development scenarios is set out in the table below based on the consolidation regime resulting in an 80% reduction in deliveries, on average.

Table 1: Estimated Daily Delivery and Servicing Trips (with Consolidation)

Option	Use	Peak Daily			Annual Average Daily		
		In	Out	Total	In	Out	Total
Option 1 Medical (D1) Scenario	Offices / Affordable Workspace	6	6	12	5	5	10
	Outpatient	16	16	32	14	14	28
	Retail / Restaurant and Community Centre	19	19	38	19	19	38
TOTAL		41	41	82	38	38	76
Option	Use	Peak Daily			Annual Average Daily		
		In	Out	In	Out	In	Out
Option 2 Research and Development (B1(b)) Scenario	Offices / Affordable Workspace and R&D	13	13	26	9	9	18
	Retail / Restaurant and Community Centre	20	20	40	20	20	40
TOTAL		33	33	66	29	29	58

3.19 Based on the above it is estimated that Option 1 has the potential to generate around 40 delivery and servicing events per day, on average (resulting in around 40 inbound trips and 40 outbound trips per day, on average).

3.20 It is estimated that Option 2 has the potential to generate around 30 delivery and servicing events per day, on average (resulting in around 30 inbound trips and 30 outbound trips per day, on average).

3.21 During the weekend the office space, affordable workspace and research and development space is not anticipated to generate any delivery or servicing trips while the medical space is not anticipated to generate any delivery or servicing trips on a Sunday.

Anticipated Delivery and Servicing Vehicle Dwell Times

3.22 The delivery and servicing arrangements for the development would be managed to maximise the capacity of the dedicated on-site servicing area. It is anticipated that each loading / unloading / servicing bay will accommodate up to around 2 to 3 vehicles per hour based on an average dwell time of around 20 minutes during peak times for the servicing area.

3.23 The average dwell time set out above is based on guidance contained within the 'Servicing Proposal Assessment' document prepared by / on behalf of the City of London.

Illustrative Delivery and Servicing Demand Scenarios

3.24 The following tables illustrate how the anticipated number of delivery and servicing events set out above could be managed to avoid potential peak times for the adjacent public realm.

Table 2: Option 1 – Illustrative Delivery and Servicing Demand Scenarios

Time Range	Scenario 1			Scenario 2			Scenario 3		
	Bay 1	Bay 2	Total	Bay 1	Bay 2	Total	Bay 1	Bay 2	Total
07:00-08:00	2	3	5	2	3	5	MORNING / LUNCHTIME EVENT ACCESS CLOSED TO MOTOR VEHICLES		
08:00-09:00	3	2	5	3	2	5			
09:00-10:00	2	3	5	2	3	5			
10:00-11:00	3	2	5	3	2	5			
11:00-12:00	LUNCHTIME ACCESS CLOSED TO MOTOR VEHICLES			2	3	5			
12:00-13:00				3	2	5			
13:00-14:00				2	3	5			
14:00-15:00	3	2	5	3	2	5	2	3	5
15:00-16:00	2	3	5	AFTERNOON / EVENING EVENT ACCESS CLOSED TO MOTOR VEHICLES			3	2	5
16:00-17:00	3	2	5				2	3	5
17:00-18:00	2	3	5				3	2	5
18:00-19:00	EVENING ACCESS CLOSED TO MOTOR VEHICLES						2	3	5
19:00-20:00							3	2	5
20:00-21:00							2	3	5
21:00-22:00							3	2	5
TOTAL	**20**	**20**	**40**	**20**	**20**	**40**	**20**	**20**	**40**

3.25 It is clear from the above that for Option 1 the access to the servicing area will only need to be available to motor vehicles for up to around 8 hours per day. At all other times the access could be closed to motor vehicles.

Table 3: Option 2 – Illustrative Delivery and Servicing Demand Scenarios

Time Range	Scenario 1			Scenario 2			Scenario 3		
	Bay 1	Bay 2	Total	Bay 1	Bay 2	Total	Bay 1	Bay 2	Total
07:00-08:00	2	3	5	2	3	5	MORNING / LUNCHTIME / ATERNOON EVENT ACCESS CLOSED TO MOTOR VEHICLES		
08:00-09:00	3	2	5	3	2	5			
09:00-10:00	2	3	5	2	3	5			
10:00-11:00	MORNING / LUNCHTIME ACCESS CLOSED TO MOTOR VEHICLES			3	2	5			
11:00-12:00				2	3	5			
12:00-13:00				3	2	5			
13:00-14:00				AFTERNOON / EVENING EVENT ACCESS CLOSED TO MOTOR VEHICLES					
14:00-15:00	3	2	5						
15:00-16:00	2	3	5						
16:00-17:00	3	2	5				2	3	5
17:00-18:00	EVENING ACCESS CLOSED TO MOTOR VEHICLES						3	2	5
18:00-19:00							2	3	5
19:00-20:00							3	2	5
20:00-21:00							2	3	5
21:00-22:00							3	2	5
TOTAL	**15**	**15**	**30**	**15**	**15**	**30**	**15**	**15**	**30**

3.26 The above table illustrates a number of ways in which the delivery and servicing demand for Option 2 could be accommodated over 6 hours.

3.27 The hours when the access is available to motor vehicles will be identified in advance and may need to vary depending on the anticipated / potential peak times / use of the adjacent public realm.

Development Waste Storage and Collection

3.28 All uses at the development site will be provided with access to a designated refuse store. The store will be accessible at basement level via a service lift located in the dedicated on-site servicing area.

3.29 Suitable manoeuvring space will be provided for containers to be transferred to / from the store to the loading yard. Eurobin compaction will also provide 1/3 compaction to reduce the overall volume of storage required.

3.30 Waste will be collected daily. Prior to collection, site management staff will transfer waste containers via the lift to the loading yard. Waste will then be collected from the servicing area (i.e., on-site and off the public highway).

3.31 Waste containers will then be returned to the basement level waste store.

4 INITIATIVES OF THE PLAN

4.1 A management system will be put in place to oversee servicing to ensure its smooth operation. The main aim is to ensure that all servicing activity takes place within the dedicated on-site servicing area accessed off Snowsfields and undertaken in a way to minimise any potential impact on the nearby public realm.

4.2 A designated Goods In Manager will work with the occupiers and site management to schedule deliveries and servicing. The Goods In Manager will not necessarily be a full time job and may well be part of another Manager's duties, but will enable deliveries and servicing activities to be managed / controlled.

Proposed Delivery and Servicing Arrangements

4.3 All deliveries made by any person or company to the building will be required to make the delivery address that of the consolidation centre. The centre will collect and organise all deliveries in a given day and then subsequently deliver all items within larger loads the same or next day (subject to the logistics company and level of service agreed).

4.4 Couriers and emergency deliveries by bicycles and motorcycles are not covered by the need to consolidate.

4.5 The following initiatives will be adopted as necessary / appropriate:

- Instructions will be issued to all suppliers who book deliveries setting out the delivery procedures to be adopted by them. Delivery and servicing activity would be time controlled to minimise any potential impact on the public realm [times to be agreed].
- Suppliers will be required to pre-book delivery slots including details of the type of vehicle that will be used to undertake the delivery and the scale / nature of goods to be supplied.
- Suppliers will be encouraged to, where possible, use small and fuel-efficient vehicles;
- Deliveries of non-perishable items, such as stationary, glass and tinned food will be programmed to take place in the afternoon, if necessary, to ensure there is sufficient capacity on-street to undertake deliveries of time specific / perishable items in the morning.

- Deliveries will be programmed to avoid waste / recycling collections.
- Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded / unloaded (i.e., when their vehicle is stationery).
- A logbook will be maintained and will include a record of any accidents or near misses.
- The management system will ensure that goods are appropriately transferred from the point of receipt to their ultimate destination.
- The management system will ensure that once goods have been unloaded, the content and quality of the delivery is checked.

5 MONITORING AND REVIEW OF THE PLAN

5.1 Delivery and servicing vehicles will be controlled to ensure that loading / unloading only takes place within pre-agreed times and within the on-site dedicated servicing area. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored. The subcontractors will be required to book a delivery slot with the Goods In Manager.

5.2 A record of servicing activity will be maintained by the occupiers of the building, which will include the following information:

- Day
- Date
- Delivery slot(s) booked
- Type of vehicle
- Goods carried
- Time of arrival
- Time of departure
- Any other comments

5.3 The 'Manager' will constantly monitor / review the success of the Plan and, if considered necessary / appropriate, will propose changes to the Plan to be approved in writing by LBS. The 'Manager' will take on board any comments received from LBS in relation to any safety concerns that arise as a result of the delivery and servicing arrangements associated with the site.

5.4 The agreed contents of the DSMP must be complied with unless otherwise agreed in writing with LBS. The 'Manager' and building occupiers shall work with LBS to review the DSMP from time to time when necessary. Any revised / updated DSMPs that are produced must be approved by LBS prior to implementation and complied with thereafter.

5.5 Any changes to the plan will be submitted to / agreed with LBS. The plan can be enforced via a suitably worded planning condition or planning obligation.

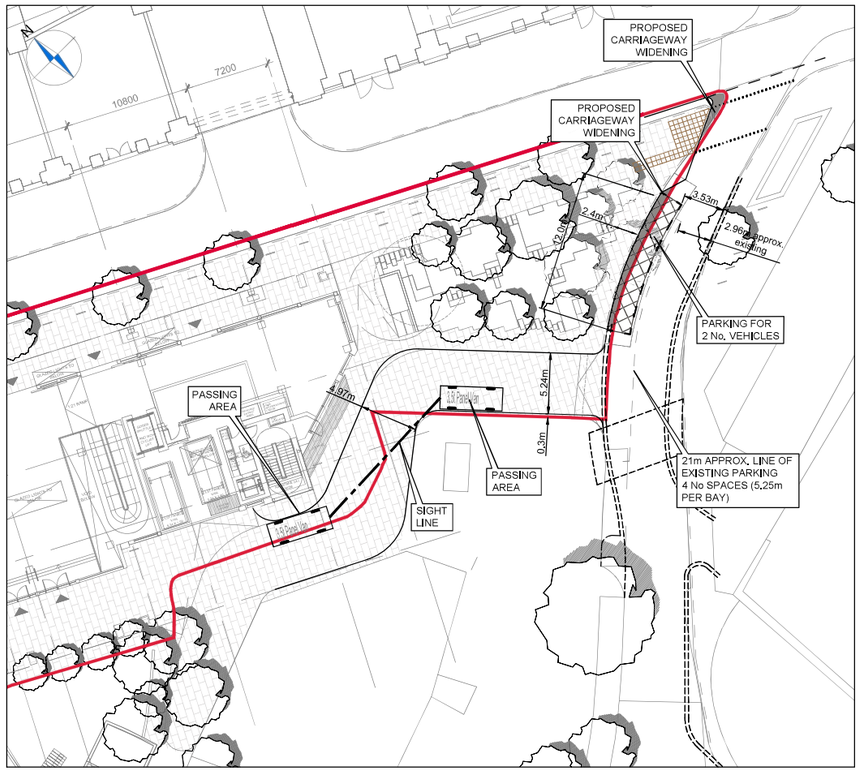
6 CONCLUSION

6.1 Overall, the DSMP will ensure the successful operation of deliveries and servicing activities associated with the site on a day to day basis.

6.2 The DSMP will ensure that any potential conflicts with pedestrians and other vehicles will be minimised and that the servicing of the development will not materially impact on the free flow of traffic or environmental condition of the public highway.

Appendix L

Swept Path Analysis



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.
4. Latest proposed alterations to Snowsfields by others shown as dashed lines.

Rev.	Detail	Drawn	Checked	Date
M	Revised scheme layout.	HE	GB	28.10.2021
L	Revised scheme layout & vv-rept paths.	HE	GB	01.10.2021
K	Revised scheme layout and swept path.	HE	MD	25.11.2020
J	Revised scheme layout and swept path.	HE	MD	09.11.2020
H	Revised service area.	HE	MD	04.11.2020
G	Revised scheme base & swept paths.	HE	MD	03.11.2020
F	Revisions to St Thomas St & Snowsfields junction & on-street parking.	HE	MD	29.10.2020
E	Revised loading area layout and swept paths.	HE	MD	19.10.2020
D	Revised loading area layout and swept paths.	HE	MD	09.10.2020
C	Revised layout, service area and swept paths.	HE	MD	29.09.2020
B	Revised layout and service area design.	HE	MD	29.09.2020
A	Revised layout.	HE	SD	28.09.2020

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: St Thomas Bermondsey Limited

Project: Vinegar Yard

Drawing Title: Proposed Access and Servicing Layout

Scale:	Size:
1:250	A3

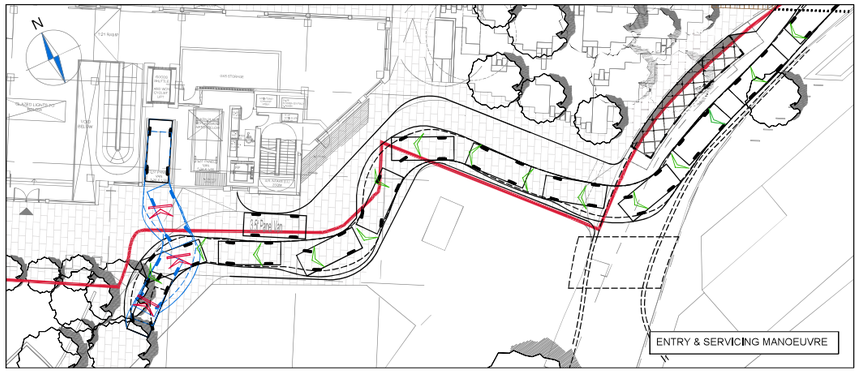
Drawn by:	Checked by:	Date:
HE	SD	21.09.2020

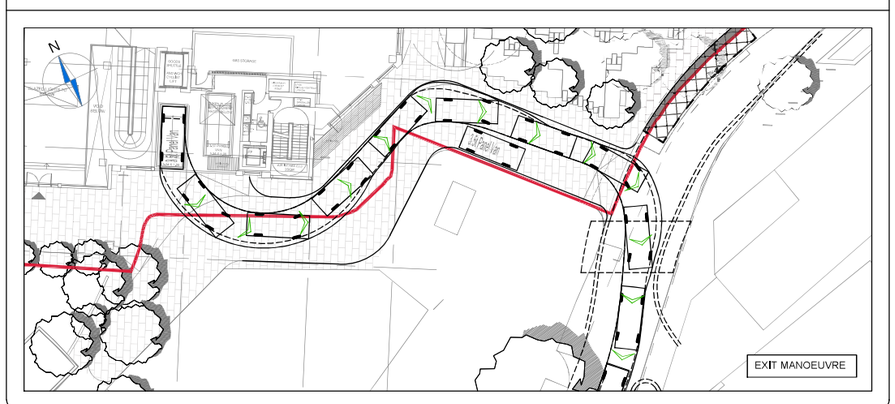
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
3430	TR022	1 of 3	M

CA_3430_TR022 M - SWEPT PATH ANALYSIS - LOADING OPTION.DWG

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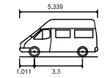




NOTES

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3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev.	Detail	Drawn	Checked	Date
M	Revised scheme layout.	HE	GB	28.10.2021
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C	Revised layout, service area and swept paths.	HE	MD	29.09.2020
B	Revised layout and service area design.	HE	MD	29.09.2020
A	Revised layout.	HE	SD	28.09.2020

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: St Thomas Bermondsey Limited

Project: Vinegar Yard

Drawing Title: Swept Path Analysis using a 5.34m 3.5t Panel Van Proposed Servicing off Snowfields

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	SD	21.09.2020

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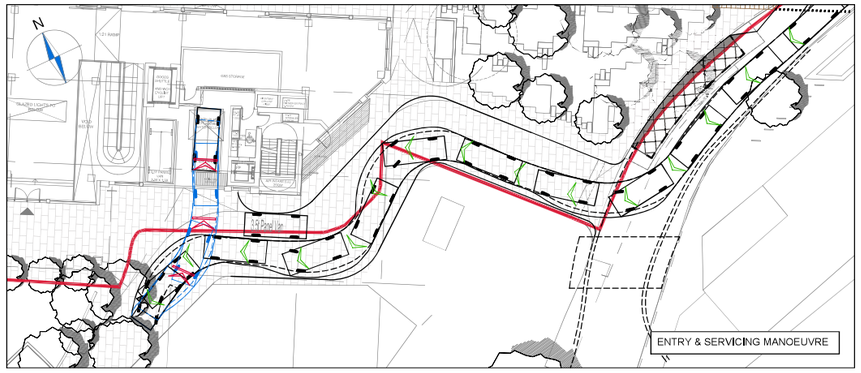
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3430	TR022	2 of 3	L

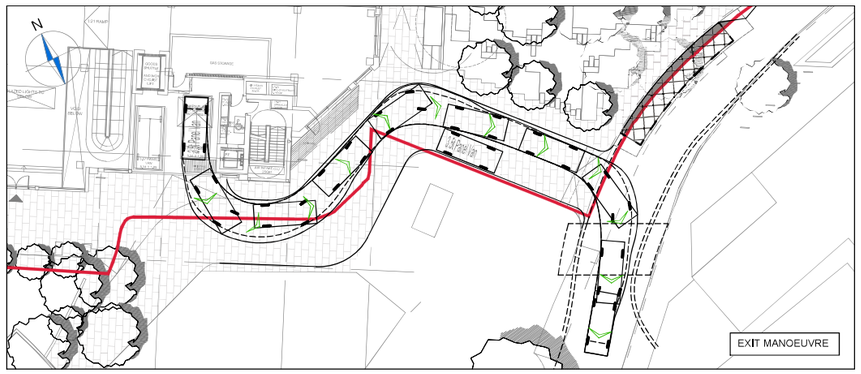
CA_3430_TR022 M - SWEPT PATH ANALYSIS - LOADING OPTION.DWG

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Appendix M

TRICS Output – Offices





NOTES

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3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev.	Details	Initials	Checked	Date
M	Revised scheme layout &	HE	SD	21.09.2020
L	Revised scheme layout & swept paths.	HE	SD	15.09.2020
K	Revised scheme layout and swept path.	HE	SD	03.09.2020
J	Revised scheme layout & swept path.	HE	SD	01.09.2020
H	Revised scheme layout & swept path following discussions on visitor parking.	HE	SD	31.08.2020
G	Revised scheme layout & swept path.	HE	SD	27.08.2020
F	Revised building area layout and swept path.	HE	SD	19.10.2020
E	Revised building area layout and swept paths.	HE	SD	07.10.2020
D	Revised service area and swept paths.	HE	SD	01.10.2020
C	Revised layout and service area design.	HE	SD	29.09.2020
B	Revised layout.	HE	SD	25.09.2020

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

St Thomas Bermondsey Limited

Project:

Vinegar Yard

Drawing Title:

Swept Path Analysis using a
5.34m 3.5t Panel Van
Proposed Servicing off Snowfields

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	SD	21.09.2020

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

Scheme Ref:	Drawing No:	Sheet:	Rev:
3430	TR022	3 of 3	M

CA_3430_TR022_M - SWEPT PATH ANALYSIS - LOADING OPTION.DWG

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Calculation Reference: AUDIT-358901-210910-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	CI	CITY OF LONDON	2 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1951 to 9803 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	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	1
High Street	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:

50,001 to 100,000	4 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

No	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
6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KN-02-A-01	on-site car park
LB-02-A-01	on-site car park

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

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.024	4	4211	0.012	4	4211	0.036
08:00 - 09:00	**4**	**4211**	**0.101**	4	4211	0.024	**4**	**4211**	**0.125**
09:00 - 10:00	4	4211	0.047	4	4211	0.024	4	4211	0.071
10:00 - 11:00	4	4211	0.042	4	4211	0.036	4	4211	0.078
11:00 - 12:00	4	4211	0.053	4	4211	0.024	4	4211	0.077
12:00 - 13:00	4	4211	0.047	4	4211	0.047	4	4211	0.094
13:00 - 14:00	4	4211	0.018	4	4211	0.018	4	4211	0.036
14:00 - 15:00	4	4211	0.018	4	4211	0.042	4	4211	0.060
15:00 - 16:00	4	4211	0.030	4	4211	0.047	4	4211	0.077
16:00 - 17:00	4	4211	0.024	4	4211	0.053	4	4211	0.077
17:00 - 18:00	4	4211	0.024	**4**	**4211**	**0.089**	4	4211	0.113
18:00 - 19:00	4	4211	0.000	4	4211	0.006	4	4211	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.428			0.422			0.850

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

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

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Parameter summary

Trip rate parameter range selected:	1951 - 9803 (units: sqm)
Survey date date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
08:00 - 09:00	4	4211	0.012	4	4211	0.012	4	4211	0.024
09:00 - 10:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
10:00 - 11:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
11:00 - 12:00	4	4211	0.012	4	4211	0.006	4	4211	0.018
12:00 - 13:00	4	4211	0.006	4	4211	0.012	4	4211	0.018
13:00 - 14:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
14:00 - 15:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
15:00 - 16:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
16:00 - 17:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
17:00 - 18:00	**4**	**4211**	**0.018**	**4**	**4211**	**0.018**	**4**	**4211**	**0.036**
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.078			0.156

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
08:00 - 09:00	**4**	**4211**	**0.006**	**4**	**4211**	**0.006**	**4**	**4211**	**0.012**
09:00 - 10:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
10:00 - 11:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
11:00 - 12:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
12:00 - 13:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
13:00 - 14:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
14:00 - 15:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
15:00 - 16:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
16:00 - 17:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
17:00 - 18:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.012	4	4211	0.006	4	4211	0.018
08:00 - 09:00	**4**	**4211**	**0.036**	4	4211	0.000	4	4211	0.036
09:00 - 10:00	4	4211	0.024	4	4211	0.006	4	4211	0.030
10:00 - 11:00	4	4211	0.012	4	4211	0.000	4	4211	0.012
11:00 - 12:00	4	4211	0.030	4	4211	0.018	**4**	**4211**	**0.048**
12:00 - 13:00	4	4211	0.012	4	4211	0.018	4	4211	0.030
13:00 - 14:00	4	4211	0.024	4	4211	0.000	4	4211	0.024
14:00 - 15:00	4	4211	0.000	4	4211	0.006	4	4211	0.006
15:00 - 16:00	4	4211	0.018	4	4211	0.024	4	4211	0.042
16:00 - 17:00	4	4211	0.006	4	4211	0.024	4	4211	0.030
17:00 - 18:00	4	4211	0.000	**4**	**4211**	**0.036**	4	4211	0.036
18:00 - 19:00	4	4211	0.000	4	4211	0.012	4	4211	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.150			0.324

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.024	4	4211	0.012	4	4211	0.036
08:00 - 09:00	**4**	**4211**	**0.125**	4	4211	0.024	**4**	**4211**	**0.149**
09:00 - 10:00	4	4211	0.047	4	4211	0.024	4	4211	0.071
10:00 - 11:00	4	4211	0.042	4	4211	0.036	4	4211	0.078
11:00 - 12:00	4	4211	0.059	4	4211	0.018	4	4211	0.077
12:00 - 13:00	4	4211	0.053	4	4211	0.059	4	4211	0.112
13:00 - 14:00	4	4211	0.024	4	4211	0.018	4	4211	0.042
14:00 - 15:00	4	4211	0.018	4	4211	0.047	4	4211	0.065
15:00 - 16:00	4	4211	0.047	4	4211	0.053	4	4211	0.100
16:00 - 17:00	4	4211	0.042	4	4211	0.071	4	4211	0.113
17:00 - 18:00	4	4211	0.024	**4**	**4211**	**0.125**	4	4211	0.149
18:00 - 19:00	4	4211	0.000	4	4211	0.006	4	4211	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.505			0.493			0.998

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.214	4	4211	0.030	4	4211	0.244
08:00 - 09:00	4	4211	0.309	4	4211	0.077	4	4211	0.386
09:00 - 10:00	4	4211	0.332	4	4211	0.113	4	4211	0.445
10:00 - 11:00	4	4211	0.214	4	4211	0.232	4	4211	0.446
11:00 - 12:00	4	4211	0.261	4	4211	0.291	4	4211	0.552
12:00 - 13:00	4	4211	0.796	**4**	**4211**	**1.015**	4	4211	1.811
13:00 - 14:00	**4**	**4211**	**1.122**	4	4211	0.772	**4**	**4211**	**1.894**
14:00 - 15:00	4	4211	0.481	4	4211	0.350	4	4211	0.831
15:00 - 16:00	4	4211	0.267	4	4211	0.344	4	4211	0.611
16:00 - 17:00	4	4211	0.172	4	4211	0.517	4	4211	0.689
17:00 - 18:00	4	4211	0.107	4	4211	0.481	4	4211	0.588
18:00 - 19:00	4	4211	0.036	4	4211	0.178	4	4211	0.214
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.311			4.400			8.711

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.137	4	4211	0.024	4	4211	0.161
08:00 - 09:00	**4**	**4211**	**0.410**	4	4211	0.024	**4**	**4211**	**0.434**
09:00 - 10:00	4	4211	0.344	4	4211	0.047	4	4211	0.391
10:00 - 11:00	4	4211	0.125	4	4211	0.053	4	4211	0.178
11:00 - 12:00	4	4211	0.095	4	4211	0.184	4	4211	0.279
12:00 - 13:00	4	4211	0.125	4	4211	0.214	4	4211	0.339
13:00 - 14:00	4	4211	0.232	4	4211	0.160	4	4211	0.392
14:00 - 15:00	4	4211	0.101	4	4211	0.113	4	4211	0.214
15:00 - 16:00	4	4211	0.053	4	4211	0.154	4	4211	0.207
16:00 - 17:00	4	4211	0.047	4	4211	0.255	4	4211	0.302
17:00 - 18:00	4	4211	0.018	**4**	**4211**	**0.356**	4	4211	0.374
18:00 - 19:00	4	4211	0.000	4	4211	0.107	4	4211	0.107
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.687			1.691			3.378

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.291	4	4211	0.012	4	4211	0.303
08:00 - 09:00	**4**	**4211**	**1.324**	4	4211	0.012	**4**	**4211**	**1.336**
09:00 - 10:00	4	4211	0.570	4	4211	0.089	4	4211	0.659
10:00 - 11:00	4	4211	0.237	4	4211	0.077	4	4211	0.314
11:00 - 12:00	4	4211	0.249	4	4211	0.261	4	4211	0.510
12:00 - 13:00	4	4211	0.184	4	4211	0.392	4	4211	0.576
13:00 - 14:00	4	4211	0.190	4	4211	0.226	4	4211	0.416
14:00 - 15:00	4	4211	0.184	4	4211	0.148	4	4211	0.332
15:00 - 16:00	4	4211	0.077	4	4211	0.232	4	4211	0.309
16:00 - 17:00	4	4211	0.220	4	4211	0.647	4	4211	0.867
17:00 - 18:00	4	4211	0.053	**4**	**4211**	**1.027**	4	4211	1.080
18:00 - 19:00	4	4211	0.018	4	4211	0.196	4	4211	0.214
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.597			3.319			6.916

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
08:00 - 09:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
09:00 - 10:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
10:00 - 11:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
11:00 - 12:00	**4**	**4211**	**0.006**	4	4211	0.000	**4**	**4211**	**0.006**
12:00 - 13:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
13:00 - 14:00	4	4211	0.006	4	4211	0.000	4	4211	0.006
14:00 - 15:00	4	4211	0.000	**4**	**4211**	**0.006**	4	4211	0.006
15:00 - 16:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
16:00 - 17:00	4	4211	0.000	4	4211	0.006	4	4211	0.006
17:00 - 18:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.427	4	4211	0.036	4	4211	0.463
08:00 - 09:00	**4**	**4211**	**1.734**	4	4211	0.036	**4**	**4211**	**1.770**
09:00 - 10:00	4	4211	0.914	4	4211	0.137	4	4211	1.051
10:00 - 11:00	4	4211	0.362	4	4211	0.131	4	4211	0.493
11:00 - 12:00	4	4211	0.350	4	4211	0.445	4	4211	0.795
12:00 - 13:00	4	4211	0.309	4	4211	0.606	4	4211	0.915
13:00 - 14:00	4	4211	0.427	4	4211	0.386	4	4211	0.813
14:00 - 15:00	4	4211	0.285	4	4211	0.267	4	4211	0.552
15:00 - 16:00	4	4211	0.131	4	4211	0.386	4	4211	0.517
16:00 - 17:00	4	4211	0.267	4	4211	0.908	4	4211	1.175
17:00 - 18:00	4	4211	0.071	**4**	**4211**	**1.383**	4	4211	1.454
18:00 - 19:00	4	4211	0.018	4	4211	0.303	4	4211	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.295			5.024			10.319

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.677	4	4211	0.083	4	4211	0.760
08:00 - 09:00	**4**	**4211**	**2.203**	4	4211	0.137	4	4211	2.340
09:00 - 10:00	4	4211	1.318	4	4211	0.279	4	4211	1.597
10:00 - 11:00	4	4211	0.629	4	4211	0.398	4	4211	1.027
11:00 - 12:00	4	4211	0.701	4	4211	0.772	4	4211	1.473
12:00 - 13:00	4	4211	1.170	4	4211	1.698	**4**	**4211**	**2.868**
13:00 - 14:00	4	4211	1.597	4	4211	1.175	4	4211	2.772
14:00 - 15:00	4	4211	0.784	4	4211	0.671	4	4211	1.455
15:00 - 16:00	4	4211	0.463	4	4211	0.807	4	4211	1.270
16:00 - 17:00	4	4211	0.487	4	4211	1.520	4	4211	2.007
17:00 - 18:00	4	4211	0.202	**4**	**4211**	**2.024**	4	4211	2.226
18:00 - 19:00	4	4211	0.053	4	4211	0.499	4	4211	0.552
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.284			10.063			20.347

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
08:00 - 09:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
09:00 - 10:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
10:00 - 11:00	**4**	**4211**	**0.006**	4	4211	0.000	**4**	**4211**	**0.006**
11:00 - 12:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
12:00 - 13:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
13:00 - 14:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
14:00 - 15:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
15:00 - 16:00	4	4211	0.000	**4**	**4211**	**0.006**	4	4211	0.006
16:00 - 17:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
17:00 - 18:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
08:00 - 09:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
09:00 - 10:00	**4**	**4211**	**0.012**	**4**	**4211**	**0.012**	**4**	**4211**	**0.024**
10:00 - 11:00	4	4211	0.006	4	4211	0.006	4	4211	0.012
11:00 - 12:00	4	4211	0.012	4	4211	0.012	4	4211	0.024
12:00 - 13:00	4	4211	0.012	4	4211	0.006	4	4211	0.018
13:00 - 14:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
14:00 - 15:00	4	4211	0.012	4	4211	0.012	4	4211	0.024
15:00 - 16:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
16:00 - 17:00	4	4211	0.012	4	4211	0.012	4	4211	0.024
17:00 - 18:00	4	4211	0.006	4	4211	0.012	4	4211	0.018
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0.144

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4211	0.006	4	4211	0.000	4	4211	0.006
08:00 - 09:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
09:00 - 10:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
10:00 - 11:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
11:00 - 12:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
12:00 - 13:00	**4**	**4211**	**0.012**	4	4211	0.006	**4**	**4211**	**0.018**
13:00 - 14:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
14:00 - 15:00	4	4211	0.000	**4**	**4211**	**0.012**	4	4211	0.012
15:00 - 16:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
16:00 - 17:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
17:00 - 18:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
18:00 - 19:00	4	4211	0.000	4	4211	0.000	4	4211	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

Appendix N

TRICS Output – General Hospital (without Casualty)

Calculation Reference: AUDIT-358901-210907-0955

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
BN BARNET 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 10400 to 10400 (units: sqm)
Range Selected by User: 8000 to 12665 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/14

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

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

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

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Secondary Filtering selection:

Use Class:
C2 1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
50,001 to 100,000 1 days

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

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

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
Yes 1 days

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

PTAL Rating:
2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

1 BN-05-B-01 GENERAL HOSPITAL BARNET
GRANVILLE ROAD
FINCHLEY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 10400 sqm
Survey date: WEDNESDAY 19/11/14 Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.692	1	10400	0.279	1	10400	0.971
08:00 - 09:00	1	10400	0.817	1	10400	0.413	1	10400	1.230
09:00 - 10:00	1	10400	1.154	1	10400	0.817	1	10400	1.971
10:00 - 11:00	1	10400	1.077	1	10400	0.923	1	10400	2.000
11:00 - 12:00	1	10400	0.952	1	10400	0.913	1	10400	1.865
12:00 - 13:00	1	10400	0.971	**1**	**10400**	**1.058**	1	10400	2.029
13:00 - 14:00	**1**	**10400**	**1.212**	1	10400	0.933	**1**	**10400**	**2.145**
14:00 - 15:00	1	10400	0.904	1	10400	0.990	1	10400	1.894
15:00 - 16:00	1	10400	0.500	1	10400	1.010	1	10400	1.510
16:00 - 17:00	1	10400	0.308	1	10400	0.769	1	10400	1.077
17:00 - 18:00	1	10400	0.221	1	10400	0.471	1	10400	0.692
18:00 - 19:00	1	10400	0.337	1	10400	0.250	1	10400	0.587
19:00 - 20:00	1	10400	0.231	1	10400	0.279	1	10400	0.510
20:00 - 21:00	1	10400	0.163	1	10400	0.356	1	10400	0.519
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.539			9.461			19.000

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.*

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Parameter summary

Trip rate parameter range selected:	10400 - 10400 (units: sqm)
Survey date date range:	01/01/13 - 19/11/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
08:00 - 09:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
09:00 - 10:00	**1**	**10400**	**0.029**	1	10400	0.019	1	10400	0.048
10:00 - 11:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
11:00 - 12:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
12:00 - 13:00	1	10400	0.029	**1**	**10400**	**0.029**	**1**	**10400**	**0.058**
13:00 - 14:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
14:00 - 15:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
15:00 - 16:00	1	10400	0.029	1	10400	0.029	1	10400	0.058
16:00 - 17:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
17:00 - 18:00	1	10400	0.029	1	10400	0.019	1	10400	0.048
18:00 - 19:00	1	10400	0.019	1	10400	0.029	1	10400	0.048
19:00 - 20:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
20:00 - 21:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.259			0.518

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**1**	**10400**	**0.010**	**1**	**10400**	**0.010**	**1**	**10400**	**0.020**
08:00 - 09:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
09:00 - 10:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
10:00 - 11:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
11:00 - 12:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
12:00 - 13:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
13:00 - 14:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
14:00 - 15:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
15:00 - 16:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
16:00 - 17:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
17:00 - 18:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
18:00 - 19:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
19:00 - 20:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
20:00 - 21:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
08:00 - 09:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
09:00 - 10:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
10:00 - 11:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
11:00 - 12:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
12:00 - 13:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
13:00 - 14:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
14:00 - 15:00	**1**	**10400**	**0.019**	**1**	**10400**	**0.019**	**1**	**10400**	**0.038**
15:00 - 16:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
16:00 - 17:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
17:00 - 18:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
18:00 - 19:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
19:00 - 20:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
20:00 - 21:00	1	10400	0.019	1	10400	0.000	1	10400	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.039			0.097

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.798	1	10400	0.308	1	10400	1.106
08:00 - 09:00	1	10400	0.942	1	10400	0.481	1	10400	1.423
09:00 - 10:00	1	10400	1.346	1	10400	0.846	1	10400	2.192
10:00 - 11:00	1	10400	1.442	1	10400	1.000	1	10400	2.442
11:00 - 12:00	1	10400	1.288	1	10400	1.346	1	10400	2.634
12:00 - 13:00	1	10400	1.317	1	10400	1.413	1	10400	2.730
13:00 - 14:00	**1**	**10400**	**1.548**	1	10400	1.096	1	10400	2.644
14:00 - 15:00	1	10400	1.212	**1**	**10400**	**1.577**	**1**	**10400**	**2.789**
15:00 - 16:00	1	10400	0.644	1	10400	1.529	1	10400	2.173
16:00 - 17:00	1	10400	0.413	1	10400	0.990	1	10400	1.403
17:00 - 18:00	1	10400	0.221	1	10400	0.606	1	10400	0.827
18:00 - 19:00	1	10400	0.442	1	10400	0.288	1	10400	0.730
19:00 - 20:00	1	10400	0.394	1	10400	0.413	1	10400	0.807
20:00 - 21:00	1	10400	0.240	1	10400	0.471	1	10400	0.711
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.247			12.364			24.611

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.048	1	10400	0.048	1	10400	0.096
08:00 - 09:00	1	10400	0.135	1	10400	0.067	1	10400	0.202
09:00 - 10:00	1	10400	0.135	**1**	**10400**	**0.163**	1	10400	0.298
10:00 - 11:00	1	10400	0.077	1	10400	0.144	1	10400	0.221
11:00 - 12:00	1	10400	0.212	1	10400	0.087	1	10400	0.299
12:00 - 13:00	1	10400	0.163	1	10400	0.135	1	10400	0.298
13:00 - 14:00	**1**	**10400**	**0.221**	1	10400	0.087	**1**	**10400**	**0.308**
14:00 - 15:00	1	10400	0.048	1	10400	0.058	1	10400	0.106
15:00 - 16:00	1	10400	0.019	1	10400	0.077	1	10400	0.096
16:00 - 17:00	1	10400	0.019	1	10400	0.067	1	10400	0.086
17:00 - 18:00	1	10400	0.019	1	10400	0.077	1	10400	0.096
18:00 - 19:00	1	10400	0.106	1	10400	0.087	1	10400	0.193
19:00 - 20:00	1	10400	0.029	1	10400	0.067	1	10400	0.096
20:00 - 21:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.241			1.164			2.405

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.058	1	10400	0.038	1	10400	0.096
08:00 - 09:00	1	10400	0.106	1	10400	0.048	1	10400	0.154
09:00 - 10:00	**1**	**10400**	**0.154**	1	10400	0.058	1	10400	0.212
10:00 - 11:00	1	10400	0.154	1	10400	0.087	1	10400	0.241
11:00 - 12:00	1	10400	0.144	**1**	**10400**	**0.163**	**1**	**10400**	**0.307**
12:00 - 13:00	1	10400	0.154	1	10400	0.135	1	10400	0.289
13:00 - 14:00	1	10400	0.144	1	10400	0.067	1	10400	0.211
14:00 - 15:00	1	10400	0.096	1	10400	0.135	1	10400	0.231
15:00 - 16:00	1	10400	0.096	1	10400	0.106	1	10400	0.202
16:00 - 17:00	1	10400	0.048	1	10400	0.163	1	10400	0.211
17:00 - 18:00	1	10400	0.067	1	10400	0.096	1	10400	0.163
18:00 - 19:00	1	10400	0.029	1	10400	0.077	1	10400	0.106
19:00 - 20:00	1	10400	0.000	1	10400	0.077	1	10400	0.077
20:00 - 21:00	1	10400	0.029	1	10400	0.029	1	10400	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.279			1.279			2.558

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
08:00 - 09:00	**1**	**10400**	**0.038**	**1**	**10400**	**0.019**	**1**	**10400**	**0.057**
09:00 - 10:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
10:00 - 11:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
11:00 - 12:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
12:00 - 13:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
13:00 - 14:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
14:00 - 15:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
15:00 - 16:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
16:00 - 17:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
17:00 - 18:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
18:00 - 19:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
19:00 - 20:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
20:00 - 21:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.089			0.197

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.067	1	10400	0.048	1	10400	0.115
08:00 - 09:00	1	10400	0.144	1	10400	0.067	1	10400	0.211
09:00 - 10:00	**1**	**10400**	**0.163**	1	10400	0.058	1	10400	0.221
10:00 - 11:00	1	10400	0.154	1	10400	0.087	1	10400	0.241
11:00 - 12:00	1	10400	0.144	**1**	**10400**	**0.173**	**1**	**10400**	**0.317**
12:00 - 13:00	1	10400	0.154	1	10400	0.144	1	10400	0.298
13:00 - 14:00	1	10400	0.154	1	10400	0.077	1	10400	0.231
14:00 - 15:00	1	10400	0.106	1	10400	0.135	1	10400	0.241
15:00 - 16:00	1	10400	0.096	1	10400	0.115	1	10400	0.211
16:00 - 17:00	1	10400	0.048	1	10400	0.173	1	10400	0.221
17:00 - 18:00	1	10400	0.077	1	10400	0.106	1	10400	0.183
18:00 - 19:00	1	10400	0.038	1	10400	0.077	1	10400	0.115
19:00 - 20:00	1	10400	0.010	1	10400	0.077	1	10400	0.087
20:00 - 21:00	1	10400	0.029	1	10400	0.029	1	10400	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.384			1.366			2.750

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.913	1	10400	0.404	1	10400	1.317
08:00 - 09:00	1	10400	1.221	1	10400	0.615	1	10400	1.836
09:00 - 10:00	1	10400	1.654	1	10400	1.067	1	10400	2.721
10:00 - 11:00	1	10400	1.673	1	10400	1.231	1	10400	2.904
11:00 - 12:00	1	10400	1.644	1	10400	1.606	1	10400	3.250
12:00 - 13:00	1	10400	1.635	1	10400	1.692	**1**	**10400**	**3.327**
13:00 - 14:00	**1**	**10400**	**1.923**	1	10400	1.260	1	10400	3.183
14:00 - 15:00	1	10400	1.385	**1**	**10400**	**1.788**	1	10400	3.173
15:00 - 16:00	1	10400	0.769	1	10400	1.731	1	10400	2.500
16:00 - 17:00	1	10400	0.481	1	10400	1.231	1	10400	1.712
17:00 - 18:00	1	10400	0.317	1	10400	0.798	1	10400	1.115
18:00 - 19:00	1	10400	0.587	1	10400	0.452	1	10400	1.039
19:00 - 20:00	1	10400	0.433	1	10400	0.558	1	10400	0.991
20:00 - 21:00	1	10400	0.298	1	10400	0.500	1	10400	0.798
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.933			14.933			29.866

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.635	1	10400	0.250	1	10400	0.885
08:00 - 09:00	1	10400	0.779	1	10400	0.385	1	10400	1.164
09:00 - 10:00	1	10400	1.029	1	10400	0.721	1	10400	1.750
10:00 - 11:00	1	10400	0.962	1	10400	0.827	1	10400	1.789
11:00 - 12:00	1	10400	0.837	1	10400	0.788	1	10400	1.625
12:00 - 13:00	1	10400	0.904	**1**	**10400**	**0.962**	1	10400	1.866
13:00 - 14:00	**1**	**10400**	**1.087**	1	10400	0.808	**1**	**10400**	**1.895**
14:00 - 15:00	1	10400	0.808	1	10400	0.894	1	10400	1.702
15:00 - 16:00	1	10400	0.423	1	10400	0.904	1	10400	1.327
16:00 - 17:00	1	10400	0.250	1	10400	0.731	1	10400	0.981
17:00 - 18:00	1	10400	0.192	1	10400	0.442	1	10400	0.634
18:00 - 19:00	1	10400	0.308	1	10400	0.202	1	10400	0.510
19:00 - 20:00	1	10400	0.231	1	10400	0.260	1	10400	0.491
20:00 - 21:00	1	10400	0.125	1	10400	0.317	1	10400	0.442
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.570			8.491			17.061

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.029	1	10400	0.000	1	10400	0.029
08:00 - 09:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
09:00 - 10:00	1	10400	0.087	1	10400	0.058	1	10400	0.145
10:00 - 11:00	1	10400	0.087	1	10400	0.077	1	10400	0.164
11:00 - 12:00	**1**	**10400**	**0.096**	1	10400	0.096	1	10400	0.192
12:00 - 13:00	1	10400	0.038	1	10400	0.058	1	10400	0.096
13:00 - 14:00	1	10400	0.096	**1**	**10400**	**0.106**	**1**	**10400**	**0.202**
14:00 - 15:00	1	10400	0.077	1	10400	0.077	1	10400	0.154
15:00 - 16:00	1	10400	0.048	1	10400	0.077	1	10400	0.125
16:00 - 17:00	1	10400	0.038	1	10400	0.019	1	10400	0.057
17:00 - 18:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
18:00 - 19:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
19:00 - 20:00	1	10400	0.000	1	10400	0.019	1	10400	0.019
20:00 - 21:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.635			0.636			1.271

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
08:00 - 09:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
09:00 - 10:00	1	10400	0.000	**1**	**10400**	**0.010**	1	10400	0.010
10:00 - 11:00	**1**	**10400**	**0.019**	1	10400	0.000	1	10400	0.019
11:00 - 12:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
12:00 - 13:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
13:00 - 14:00	1	10400	0.019	1	10400	0.010	**1**	**10400**	**0.029**
14:00 - 15:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
15:00 - 16:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
16:00 - 17:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
17:00 - 18:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
18:00 - 19:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
19:00 - 20:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
20:00 - 21:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.050			0.098

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL Underground Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
08:00 - 09:00	**1**	**10400**	**0.038**	**1**	**10400**	**0.019**	**1**	**10400**	**0.057**
09:00 - 10:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
10:00 - 11:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
11:00 - 12:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
12:00 - 13:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
13:00 - 14:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
14:00 - 15:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
15:00 - 16:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
16:00 - 17:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
17:00 - 18:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
18:00 - 19:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
19:00 - 20:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
20:00 - 21:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.059			0.137

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL National Rail Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.000	**1**	**10400**	**0.010**	**1**	**10400**	**0.010**
08:00 - 09:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
09:00 - 10:00	**1**	**10400**	**0.010**	1	10400	0.000	1	10400	0.010
10:00 - 11:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
11:00 - 12:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
12:00 - 13:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
13:00 - 14:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
14:00 - 15:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
15:00 - 16:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
16:00 - 17:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
17:00 - 18:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
18:00 - 19:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
19:00 - 20:00	1	10400	0.010	1	10400	0.000	1	10400	0.010
20:00 - 21:00	1	10400	0.000	1	10400	0.000	1	10400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

MULTI-MODAL Bus Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.058	1	10400	0.038	1	10400	0.096
08:00 - 09:00	1	10400	0.106	1	10400	0.048	1	10400	0.154
09:00 - 10:00	**1**	**10400**	**0.154**	1	10400	0.058	1	10400	0.212
10:00 - 11:00	1	10400	0.154	1	10400	0.087	1	10400	0.241
11:00 - 12:00	1	10400	0.144	**1**	**10400**	**0.163**	**1**	**10400**	**0.307**
12:00 - 13:00	1	10400	0.154	1	10400	0.135	1	10400	0.289
13:00 - 14:00	1	10400	0.144	1	10400	0.067	1	10400	0.211
14:00 - 15:00	1	10400	0.096	1	10400	0.135	1	10400	0.231
15:00 - 16:00	1	10400	0.096	1	10400	0.106	1	10400	0.202
16:00 - 17:00	1	10400	0.048	1	10400	0.163	1	10400	0.211
17:00 - 18:00	1	10400	0.067	1	10400	0.096	1	10400	0.163
18:00 - 19:00	1	10400	0.029	1	10400	0.077	1	10400	0.106
19:00 - 20:00	1	10400	0.000	1	10400	0.077	1	10400	0.077
20:00 - 21:00	1	10400	0.029	1	10400	0.029	1	10400	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.279			1.279			2.558

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

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	10400	0.038	1	10400	0.010	1	10400	0.048
08:00 - 09:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
09:00 - 10:00	**1**	**10400**	**0.067**	1	10400	0.048	1	10400	0.115
10:00 - 11:00	1	10400	0.038	1	10400	0.038	1	10400	0.076
11:00 - 12:00	1	10400	0.058	**1**	**10400**	**0.077**	**1**	**10400**	**0.135**
12:00 - 13:00	1	10400	0.019	1	10400	0.029	1	10400	0.048
13:00 - 14:00	1	10400	0.058	1	10400	0.058	1	10400	0.116
14:00 - 15:00	1	10400	0.067	1	10400	0.067	1	10400	0.134
15:00 - 16:00	1	10400	0.038	1	10400	0.048	1	10400	0.086
16:00 - 17:00	1	10400	0.038	1	10400	0.019	1	10400	0.057
17:00 - 18:00	1	10400	0.000	1	10400	0.010	1	10400	0.010
18:00 - 19:00	1	10400	0.010	1	10400	0.010	1	10400	0.020
19:00 - 20:00	1	10400	0.000	1	10400	0.019	1	10400	0.019
20:00 - 21:00	1	10400	0.019	1	10400	0.019	1	10400	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.462			0.922

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

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

Appendix O

TRICS Output – Local Shops

Calculation Reference: AUDIT-358901-210921-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 550 to 1840 (units: sqm)
Range Selected by User: 240 to 1890 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 28/10/14

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	4

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:

n/a	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®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **LE-01-I-02** **LOCAL SHOPS** **LEICESTERSHIRE**
RYDER ROAD
LEICESTER

Edge of Town
Residential Zone
Total Gross floor area: 550 sqm
Survey date: TUESDAY *28/10/14* *Survey Type: MANUAL*

2 **SH-01-I-02** **LOCAL SHOPS** **SHROPSHIRE**
WREKIN DRIVE
TELFORD
DONNINGTON
Edge of Town
Residential Zone
Total Gross floor area: 900 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

3 **TV-01-I-03** **LOCAL SHOPS** **TEES VALLEY**
ACKLAM ROAD
MIDDLESBROUGH
ACKLAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1840 sqm
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

4 **TV-01-I-04** **LOCAL SHOPS** **TEES VALLEY**
CARGO FLEET LANE
MIDDLESBROUGH
ORMESBY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 585 sqm
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	5.394	4	969	4.748	4	969	10.142
08:00 - 09:00	4	969	5.806	4	969	5.652	4	969	11.458
09:00 - 10:00	4	969	7.200	4	969	6.348	4	969	13.548
10:00 - 11:00	4	969	6.735	4	969	6.503	4	969	13.238
11:00 - 12:00	4	969	8.310	4	969	8.361	4	969	16.671
12:00 - 13:00	**4**	**969**	**10.684**	**4**	**969**	**10.013**	**4**	**969**	**20.697**
13:00 - 14:00	4	969	8.877	4	969	8.697	4	969	17.574
14:00 - 15:00	4	969	7.819	4	969	8.258	4	969	16.077
15:00 - 16:00	4	969	6.658	4	969	7.097	4	969	13.755
16:00 - 17:00	4	969	7.200	4	969	6.968	4	969	14.168
17:00 - 18:00	4	969	8.026	4	969	8.671	4	969	16.697
18:00 - 19:00	4	969	8.387	4	969	8.774	4	969	17.161
19:00 - 20:00	4	969	8.206	4	969	7.819	4	969	16.025
20:00 - 21:00	4	969	5.626	4	969	6.142	4	969	11.768
21:00 - 22:00	4	969	3.768	4	969	4.516	4	969	8.284
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			108.696			108.567			217.263

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

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

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Parameter summary

Trip rate parameter range selected:	550 - 1840 (units: sqm)
Survey date date range:	01/01/13 - 28/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.000	4	969	0.000	4	969	0.000
08:00 - 09:00	4	969	0.026	4	969	0.026	4	969	0.052
09:00 - 10:00	4	969	0.000	4	969	0.000	4	969	0.000
10:00 - 11:00	4	969	0.026	4	969	0.026	4	969	0.052
11:00 - 12:00	4	969	0.026	4	969	0.026	4	969	0.052
12:00 - 13:00	4	969	0.026	4	969	0.026	4	969	0.052
13:00 - 14:00	4	969	0.026	4	969	0.026	4	969	0.052
14:00 - 15:00	4	969	0.000	4	969	0.026	4	969	0.026
15:00 - 16:00	**4**	**969**	**0.052**	4	969	0.026	4	969	0.078
16:00 - 17:00	4	969	0.052	**4**	**969**	**0.052**	**4**	**969**	**0.104**
17:00 - 18:00	4	969	0.026	4	969	0.026	4	969	0.052
18:00 - 19:00	4	969	0.026	4	969	0.026	4	969	0.052
19:00 - 20:00	4	969	0.000	4	969	0.000	4	969	0.000
20:00 - 21:00	4	969	0.026	4	969	0.026	4	969	0.052
21:00 - 22:00	4	969	0.026	4	969	0.000	4	969	0.026
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.338			0.312			0.650

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.206	4	969	0.155	4	969	0.361
08:00 - 09:00	4	969	0.077	4	969	0.077	4	969	0.154
09:00 - 10:00	**4**	**969**	**0.310**	**4**	**969**	**0.335**	**4**	**969**	**0.645**
10:00 - 11:00	4	969	0.155	4	969	0.129	4	969	0.284
11:00 - 12:00	4	969	0.206	4	969	0.206	4	969	0.412
12:00 - 13:00	4	969	0.206	4	969	0.310	4	969	0.516
13:00 - 14:00	4	969	0.155	4	969	0.181	4	969	0.336
14:00 - 15:00	4	969	0.181	4	969	0.129	4	969	0.310
15:00 - 16:00	4	969	0.103	4	969	0.077	4	969	0.180
16:00 - 17:00	4	969	0.103	4	969	0.077	4	969	0.180
17:00 - 18:00	4	969	0.052	4	969	0.026	4	969	0.078
18:00 - 19:00	4	969	0.000	4	969	0.052	4	969	0.052
19:00 - 20:00	4	969	0.000	4	969	0.000	4	969	0.000
20:00 - 21:00	4	969	0.000	4	969	0.000	4	969	0.000
21:00 - 22:00	4	969	0.000	4	969	0.000	4	969	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.754			1.754			3.508

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.026	4	969	0.026	4	969	0.052
08:00 - 09:00	4	969	0.000	4	969	0.000	4	969	0.000
09:00 - 10:00	4	969	0.000	4	969	0.000	4	969	0.000
10:00 - 11:00	4	969	0.000	4	969	0.000	4	969	0.000
11:00 - 12:00	4	969	0.026	4	969	0.026	4	969	0.052
12:00 - 13:00	4	969	0.000	4	969	0.000	4	969	0.000
13:00 - 14:00	4	969	0.026	4	969	0.026	4	969	0.052
14:00 - 15:00	4	969	0.000	4	969	0.000	4	969	0.000
15:00 - 16:00	4	969	0.000	4	969	0.000	4	969	0.000
16:00 - 17:00	4	969	0.026	4	969	0.026	4	969	0.052
17:00 - 18:00	4	969	0.000	4	969	0.000	4	969	0.000
18:00 - 19:00	4	969	0.000	4	969	0.000	4	969	0.000
19:00 - 20:00	4	969	0.000	4	969	0.000	4	969	0.000
20:00 - 21:00	4	969	0.000	4	969	0.000	4	969	0.000
21:00 - 22:00	**4**	**969**	**0.052**	**4**	**969**	**0.052**	**4**	**969**	**0.104**
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.156			0.312

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.103	4	969	0.077	4	969	0.180
08:00 - 09:00	4	969	0.258	4	969	0.258	4	969	0.516
09:00 - 10:00	4	969	0.181	4	969	0.129	4	969	0.310
10:00 - 11:00	4	969	0.181	4	969	0.155	4	969	0.336
11:00 - 12:00	4	969	0.077	4	969	0.077	4	969	0.154
12:00 - 13:00	4	969	0.103	4	969	0.103	4	969	0.206
13:00 - 14:00	4	969	0.155	4	969	0.155	4	969	0.310
14:00 - 15:00	4	969	0.155	4	969	0.206	4	969	0.361
15:00 - 16:00	**4**	**969**	**0.439**	**4**	**969**	**0.335**	**4**	**969**	**0.774**
16:00 - 17:00	4	969	0.284	4	969	0.335	4	969	0.619
17:00 - 18:00	4	969	0.103	4	969	0.155	4	969	0.258
18:00 - 19:00	4	969	0.439	4	969	0.335	4	969	0.774
19:00 - 20:00	4	969	0.258	4	969	0.232	4	969	0.490
20:00 - 21:00	4	969	0.026	4	969	0.103	4	969	0.129
21:00 - 22:00	4	969	0.206	4	969	0.155	4	969	0.361
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.968			2.810			5.778

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	6.555	4	969	5.677	4	969	12.232
08:00 - 09:00	4	969	7.948	4	969	7.510	4	969	15.458
09:00 - 10:00	4	969	9.032	4	969	7.794	4	969	16.826
10:00 - 11:00	4	969	8.981	4	969	8.645	4	969	17.626
11:00 - 12:00	4	969	10.787	4	969	10.813	4	969	21.600
12:00 - 13:00	**4**	**969**	**13.677**	**4**	**969**	**13.187**	**4**	**969**	**26.864**
13:00 - 14:00	4	969	10.994	4	969	11.406	4	969	22.400
14:00 - 15:00	4	969	10.374	4	969	11.045	4	969	21.419
15:00 - 16:00	4	969	9.032	4	969	9.961	4	969	18.993
16:00 - 17:00	4	969	9.781	4	969	9.290	4	969	19.071
17:00 - 18:00	4	969	11.071	4	969	11.948	4	969	23.019
18:00 - 19:00	4	969	12.181	4	969	12.671	4	969	24.852
19:00 - 20:00	4	969	11.742	4	969	11.226	4	969	22.968
20:00 - 21:00	4	969	7.613	4	969	7.923	4	969	15.536
21:00 - 22:00	4	969	5.058	4	969	5.471	4	969	10.529
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			144.826			144.567			289.393

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	2.813	4	969	2.142	4	969	4.955
08:00 - 09:00	4	969	8.619	4	969	9.316	4	969	17.935
09:00 - 10:00	4	969	5.600	4	969	4.955	4	969	10.555
10:00 - 11:00	4	969	5.548	4	969	5.781	4	969	11.329
11:00 - 12:00	4	969	5.910	4	969	5.419	4	969	11.329
12:00 - 13:00	4	969	6.994	4	969	6.606	4	969	13.600
13:00 - 14:00	4	969	6.581	4	969	6.839	4	969	13.420
14:00 - 15:00	4	969	5.961	4	969	6.168	4	969	12.129
15:00 - 16:00	**4**	**969**	**9.677**	**4**	**969**	**10.271**	**4**	**969**	**19.948**
16:00 - 17:00	4	969	5.006	4	969	4.723	4	969	9.729
17:00 - 18:00	4	969	3.200	4	969	4.026	4	969	7.226
18:00 - 19:00	4	969	4.155	4	969	3.690	4	969	7.845
19:00 - 20:00	4	969	3.277	4	969	3.587	4	969	6.864
20:00 - 21:00	4	969	2.452	4	969	2.684	4	969	5.136
21:00 - 22:00	4	969	2.090	4	969	2.245	4	969	4.335
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			77.883			78.452			156.335

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.129	4	969	0.129	4	969	0.258
08:00 - 09:00	4	969	0.206	**4**	**969**	**0.284**	**4**	**969**	**0.490**
09:00 - 10:00	4	969	0.077	4	969	0.026	4	969	0.103
10:00 - 11:00	4	969	0.206	4	969	0.129	4	969	0.335
11:00 - 12:00	4	969	0.129	4	969	0.258	4	969	0.387
12:00 - 13:00	4	969	0.155	4	969	0.103	4	969	0.258
13:00 - 14:00	**4**	**969**	**0.361**	4	969	0.129	4	969	0.490
14:00 - 15:00	4	969	0.232	4	969	0.129	4	969	0.361
15:00 - 16:00	4	969	0.361	4	969	0.129	4	969	0.490
16:00 - 17:00	4	969	0.129	4	969	0.232	4	969	0.361
17:00 - 18:00	4	969	0.077	4	969	0.181	4	969	0.258
18:00 - 19:00	4	969	0.129	4	969	0.181	4	969	0.310
19:00 - 20:00	4	969	0.206	4	969	0.181	4	969	0.387
20:00 - 21:00	4	969	0.129	4	969	0.103	4	969	0.232
21:00 - 22:00	4	969	0.181	4	969	0.103	4	969	0.284
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.707			2.297			5.004

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.026	4	969	0.026	4	969	0.052
08:00 - 09:00	4	969	0.000	4	969	0.000	4	969	0.000
09:00 - 10:00	4	969	0.000	4	969	0.000	4	969	0.000
10:00 - 11:00	4	969	0.000	4	969	0.000	4	969	0.000
11:00 - 12:00	4	969	0.026	4	969	0.026	4	969	0.052
12:00 - 13:00	4	969	0.000	4	969	0.000	4	969	0.000
13:00 - 14:00	4	969	0.026	4	969	0.026	4	969	0.052
14:00 - 15:00	4	969	0.000	4	969	0.000	4	969	0.000
15:00 - 16:00	4	969	0.000	4	969	0.000	4	969	0.000
16:00 - 17:00	4	969	0.026	4	969	0.026	4	969	0.052
17:00 - 18:00	4	969	0.000	4	969	0.000	4	969	0.000
18:00 - 19:00	4	969	0.000	4	969	0.000	4	969	0.000
19:00 - 20:00	4	969	0.000	4	969	0.000	4	969	0.000
20:00 - 21:00	4	969	0.000	4	969	0.000	4	969	0.000
21:00 - 22:00	**4**	**969**	**0.052**	**4**	**969**	**0.155**	**4**	**969**	**0.207**
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.259			0.415

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.155	4	969	0.155	4	969	0.310
08:00 - 09:00	4	969	0.206	**4**	**969**	**0.284**	4	969	0.490
09:00 - 10:00	4	969	0.077	4	969	0.026	4	969	0.103
10:00 - 11:00	4	969	0.206	4	969	0.129	4	969	0.335
11:00 - 12:00	4	969	0.155	4	969	0.284	4	969	0.439
12:00 - 13:00	4	969	0.155	4	969	0.103	4	969	0.258
13:00 - 14:00	**4**	**969**	**0.387**	4	969	0.155	**4**	**969**	**0.542**
14:00 - 15:00	4	969	0.232	4	969	0.129	4	969	0.361
15:00 - 16:00	4	969	0.361	4	969	0.129	4	969	0.490
16:00 - 17:00	4	969	0.155	4	969	0.258	4	969	0.413
17:00 - 18:00	4	969	0.077	4	969	0.181	4	969	0.258
18:00 - 19:00	4	969	0.129	4	969	0.181	4	969	0.310
19:00 - 20:00	4	969	0.206	4	969	0.181	4	969	0.387
20:00 - 21:00	4	969	0.129	4	969	0.103	4	969	0.232
21:00 - 22:00	4	969	0.232	4	969	0.258	4	969	0.490
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.862			2.556			5.418

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	9.626	4	969	8.052	4	969	17.678
08:00 - 09:00	4	969	17.032	4	969	17.368	4	969	34.400
09:00 - 10:00	4	969	14.890	4	969	12.903	4	969	27.793
10:00 - 11:00	4	969	14.916	4	969	14.710	4	969	29.626
11:00 - 12:00	4	969	16.929	4	969	16.594	4	969	33.523
12:00 - 13:00	**4**	**969**	**20.929**	4	969	20.000	**4**	**969**	**40.929**
13:00 - 14:00	4	969	18.116	4	969	18.555	4	969	36.671
14:00 - 15:00	4	969	16.723	4	969	17.548	4	969	34.271
15:00 - 16:00	4	969	19.510	**4**	**969**	**20.697**	4	969	40.207
16:00 - 17:00	4	969	15.226	4	969	14.606	4	969	29.832
17:00 - 18:00	4	969	14.452	4	969	16.310	4	969	30.762
18:00 - 19:00	4	969	16.903	4	969	16.877	4	969	33.780
19:00 - 20:00	4	969	15.484	4	969	15.226	4	969	30.710
20:00 - 21:00	4	969	10.219	4	969	10.813	4	969	21.032
21:00 - 22:00	4	969	7.587	4	969	8.129	4	969	15.716
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			228.542			228.388			456.930

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	1.368	4	969	1.135	4	969	2.503
08:00 - 09:00	4	969	1.548	4	969	1.626	4	969	3.174
09:00 - 10:00	4	969	0.955	4	969	1.110	4	969	2.065
10:00 - 11:00	4	969	0.826	4	969	0.748	4	969	1.574
11:00 - 12:00	4	969	0.697	4	969	0.723	4	969	1.420
12:00 - 13:00	**4**	**969**	**2.452**	**4**	**969**	**2.400**	**4**	**969**	**4.852**
13:00 - 14:00	4	969	1.987	4	969	2.039	4	969	4.026
14:00 - 15:00	4	969	1.187	4	969	1.058	4	969	2.245
15:00 - 16:00	4	969	1.394	4	969	1.368	4	969	2.762
16:00 - 17:00	4	969	1.368	4	969	1.394	4	969	2.762
17:00 - 18:00	4	969	1.755	4	969	1.806	4	969	3.561
18:00 - 19:00	4	969	1.471	4	969	1.626	4	969	3.097
19:00 - 20:00	4	969	1.497	4	969	1.445	4	969	2.942
20:00 - 21:00	4	969	0.800	4	969	0.774	4	969	1.574
21:00 - 22:00	4	969	0.490	4	969	0.594	4	969	1.084
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.795			19.846			39.641

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.852	4	969	0.826	4	969	1.678
08:00 - 09:00	4	969	0.929	4	969	0.903	4	969	1.832
09:00 - 10:00	4	969	0.748	4	969	0.645	4	969	1.393
10:00 - 11:00	4	969	0.877	4	969	0.852	4	969	1.729
11:00 - 12:00	4	969	0.800	4	969	0.826	4	969	1.626
12:00 - 13:00	**4**	**969**	**0.981**	**4**	**969**	**0.955**	**4**	**969**	**1.936**
13:00 - 14:00	4	969	0.748	4	969	0.568	4	969	1.316
14:00 - 15:00	4	969	0.568	4	969	0.697	4	969	1.265
15:00 - 16:00	4	969	0.800	4	969	0.723	4	969	1.523
16:00 - 17:00	4	969	0.594	4	969	0.826	4	969	1.420
17:00 - 18:00	4	969	0.465	4	969	0.439	4	969	0.904
18:00 - 19:00	4	969	0.619	4	969	0.619	4	969	1.238
19:00 - 20:00	4	969	0.439	4	969	0.490	4	969	0.929
20:00 - 21:00	4	969	0.335	4	969	0.361	4	969	0.696
21:00 - 22:00	4	969	0.129	4	969	0.129	4	969	0.258
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.884			9.859			19.743

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	969	0.052	4	969	0.052	4	969	0.104
08:00 - 09:00	4	969	0.052	4	969	0.052	4	969	0.104
09:00 - 10:00	4	969	0.026	4	969	0.000	4	969	0.026
10:00 - 11:00	4	969	0.026	**4**	**969**	**0.155**	4	969	0.181
11:00 - 12:00	4	969	0.026	4	969	0.000	4	969	0.026
12:00 - 13:00	**4**	**969**	**0.129**	4	969	0.129	**4**	**969**	**0.258**
13:00 - 14:00	4	969	0.052	4	969	0.052	4	969	0.104
14:00 - 15:00	4	969	0.077	4	969	0.052	4	969	0.129
15:00 - 16:00	4	969	0.103	4	969	0.052	4	969	0.155
16:00 - 17:00	4	969	0.026	4	969	0.026	4	969	0.052
17:00 - 18:00	4	969	0.000	4	969	0.000	4	969	0.000
18:00 - 19:00	4	969	0.000	4	969	0.000	4	969	0.000
19:00 - 20:00	4	969	0.000	4	969	0.000	4	969	0.000
20:00 - 21:00	4	969	0.026	4	969	0.026	4	969	0.052
21:00 - 22:00	4	969	0.052	4	969	0.052	4	969	0.104
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.647			0.648			1.295

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

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

Appendix P

TRICS Output – Community Centre

Calculation Reference: AUDIT-358901-211022-1037

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 100 to 1486 (units: sqm)
Range Selected by User: 100 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	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:

Edge of Town Centre	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Village	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(b)	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®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

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:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **CA-07-Q-02** **COMMUNITY CENTRE** **CAMBRIDGESHIRE**
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Gross floor area: 629 sqm
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 **CH-07-Q-01** **COMMUNITY CENTRE** **CHESHIRE**
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 100 sqm
Survey date: TUESDAY *07/11/17* *Survey Type: MANUAL*

3 **NY-07-Q-01** **COMMUNITY CENTRE** **NORTH YORKSHIRE**
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 316 sqm
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

4 **SH-07-Q-01** **COMMUNITY CENTRE** **SHROPSHIRE**
SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Gross floor area: 1486 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	633	0.711	4	633	0.079	4	633	0.790
09:00 - 10:00	4	633	0.632	4	633	0.395	4	633	1.027
10:00 - 11:00	4	633	0.356	4	633	0.553	4	633	0.909
11:00 - 12:00	4	633	0.198	4	633	0.593	4	633	0.791
12:00 - 13:00	4	633	0.237	4	633	0.514	4	633	0.751
13:00 - 14:00	4	633	0.237	4	633	0.395	4	633	0.632
14:00 - 15:00	4	633	0.356	4	633	0.119	4	633	0.475
15:00 - 16:00	4	633	0.316	4	633	0.316	4	633	0.632
16:00 - 17:00	3	738	0.181	3	738	0.090	3	738	0.271
17:00 - 18:00	3	738	0.993	3	738	0.587	3	738	1.580
18:00 - 19:00	3	738	1.038	3	738	0.181	3	738	1.219
19:00 - 20:00	**3**	**738**	**1.490**	**3**	**738**	**1.354**	**3**	**738**	**2.844**
20:00 - 21:00	3	738	0.000	3	738	0.316	3	738	0.316
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.128			6.816			13.944

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

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

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Parameter summary

Trip rate parameter range selected:	100 - 1486 (units: sqm)
Survey date date range:	01/01/13 - 07/06/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	4	633	0.000	4	633	0.000	4	633	0.000
10:00 - 11:00	4	633	0.000	4	633	0.000	4	633	0.000
11:00 - 12:00	4	633	0.000	4	633	0.000	4	633	0.000
12:00 - 13:00	4	633	0.000	4	633	0.000	4	633	0.000
13:00 - 14:00	**4**	**633**	**0.040**	4	633	0.000	**4**	**633**	**0.040**
14:00 - 15:00	4	633	0.000	**4**	**633**	**0.040**	4	633	0.040
15:00 - 16:00	4	633	0.000	4	633	0.000	4	633	0.000
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	4	633	0.000	4	633	0.000	4	633	0.000
10:00 - 11:00	**4**	**633**	**0.040**	**4**	**633**	**0.040**	**4**	**633**	**0.080**
11:00 - 12:00	4	633	0.000	4	633	0.000	4	633	0.000
12:00 - 13:00	4	633	0.000	4	633	0.000	4	633	0.000
13:00 - 14:00	4	633	0.000	4	633	0.000	4	633	0.000
14:00 - 15:00	4	633	0.000	4	633	0.000	4	633	0.000
15:00 - 16:00	4	633	0.000	4	633	0.000	4	633	0.000
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	4	633	0.040	4	633	0.040	4	633	0.080
10:00 - 11:00	4	633	0.000	4	633	0.000	4	633	0.000
11:00 - 12:00	4	633	0.000	4	633	0.000	4	633	0.000
12:00 - 13:00	4	633	0.000	4	633	0.000	4	633	0.000
13:00 - 14:00	4	633	0.000	4	633	0.000	4	633	0.000
14:00 - 15:00	4	633	0.000	4	633	0.000	4	633	0.000
15:00 - 16:00	4	633	0.040	4	633	0.000	4	633	0.040
16:00 - 17:00	3	738	0.045	**3**	**738**	**0.090**	**3**	**738**	**0.135**
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	**3**	**738**	**0.090**	3	738	0.045	3	738	0.135
20:00 - 21:00	3	738	0.000	3	738	0.045	3	738	0.045
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.220			0.435

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

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

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	633	1.146	4	633	0.119	4	633	1.265
09:00 - 10:00	4	633	0.988	4	633	0.711	4	633	1.699
10:00 - 11:00	4	633	0.514	4	633	0.672	4	633	1.186
11:00 - 12:00	4	633	0.277	4	633	1.067	4	633	1.344
12:00 - 13:00	4	633	0.277	4	633	0.593	4	633	0.870
13:00 - 14:00	4	633	0.198	4	633	0.474	4	633	0.672
14:00 - 15:00	4	633	0.395	4	633	0.158	4	633	0.553
15:00 - 16:00	4	633	0.395	4	633	0.316	4	633	0.711
16:00 - 17:00	3	738	0.226	3	738	0.090	3	738	0.316
17:00 - 18:00	**3**	**738**	**1.986**	3	738	0.767	3	738	2.753
18:00 - 19:00	3	738	1.580	3	738	0.226	3	738	1.806
19:00 - 20:00	3	738	1.896	**3**	**738**	**2.844**	**3**	**738**	**4.740**
20:00 - 21:00	3	738	0.000	3	738	0.361	3	738	0.361
21:00 - 22:00	2	793	0.000	2	793	1.765	2	793	1.765
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.261			10.163			20.424

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.395	4	633	0.040	4	633	0.435
09:00 - 10:00	4	633	1.817	4	633	0.395	4	633	2.212
10:00 - 11:00	4	633	0.514	4	633	0.593	4	633	1.107
11:00 - 12:00	4	633	0.277	4	633	1.896	4	633	2.173
12:00 - 13:00	4	633	0.198	4	633	0.316	4	633	0.514
13:00 - 14:00	4	633	0.198	4	633	0.356	4	633	0.554
14:00 - 15:00	4	633	0.198	4	633	0.079	4	633	0.277
15:00 - 16:00	4	633	0.830	4	633	0.395	4	633	1.225
16:00 - 17:00	3	738	0.406	3	738	0.677	3	738	1.083
17:00 - 18:00	3	738	1.038	3	738	0.722	3	738	1.760
18:00 - 19:00	**3**	**738**	**2.032**	3	738	0.722	**3**	**738**	**2.754**
19:00 - 20:00	3	738	0.497	**3**	**738**	**1.986**	3	738	2.483
20:00 - 21:00	3	738	0.000	3	738	0.451	3	738	0.451
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.400			8.628			17.028

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	4	633	0.079	4	633	0.000	4	633	0.079
10:00 - 11:00	**4**	**633**	**0.988**	4	633	0.079	**4**	**633**	**1.067**
11:00 - 12:00	4	633	0.277	4	633	0.237	4	633	0.514
12:00 - 13:00	4	633	0.040	4	633	0.158	4	633	0.198
13:00 - 14:00	4	633	0.119	4	633	0.316	4	633	0.435
14:00 - 15:00	4	633	0.000	4	633	0.040	4	633	0.040
15:00 - 16:00	4	633	0.000	**4**	**633**	**0.632**	4	633	0.632
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.503			1.462			2.965

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	4	633	0.079	4	633	0.000	4	633	0.079
10:00 - 11:00	**4**	**633**	**0.988**	4	633	0.079	**4**	**633**	**1.067**
11:00 - 12:00	4	633	0.277	4	633	0.237	4	633	0.514
12:00 - 13:00	4	633	0.040	4	633	0.158	4	633	0.198
13:00 - 14:00	4	633	0.119	4	633	0.316	4	633	0.435
14:00 - 15:00	4	633	0.000	4	633	0.040	4	633	0.040
15:00 - 16:00	4	633	0.000	**4**	**633**	**0.632**	4	633	0.632
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.503			1.462			2.965

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	633	1.541	4	633	0.158	4	633	1.699
09:00 - 10:00	4	633	2.924	4	633	1.146	4	633	4.070
10:00 - 11:00	4	633	2.015	4	633	1.343	4	633	3.358
11:00 - 12:00	4	633	0.830	4	633	3.200	4	633	4.030
12:00 - 13:00	4	633	0.514	4	633	1.067	4	633	1.581
13:00 - 14:00	4	633	0.514	4	633	1.146	4	633	1.660
14:00 - 15:00	4	633	0.593	4	633	0.277	4	633	0.870
15:00 - 16:00	4	633	1.264	4	633	1.343	4	633	2.607
16:00 - 17:00	3	738	0.677	3	738	0.858	3	738	1.535
17:00 - 18:00	3	738	3.025	3	738	1.490	3	738	4.515
18:00 - 19:00	**3**	**738**	**3.612**	3	738	0.948	3	738	4.560
19:00 - 20:00	3	738	2.483	**3**	**738**	**4.876**	**3**	**738**	**7.359**
20:00 - 21:00	3	738	0.000	3	738	0.858	3	738	0.858
21:00 - 22:00	2	793	0.000	2	793	1.765	2	793	1.765
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.375			20.475			40.850

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	633	0.672	4	633	0.079	4	633	0.751
09:00 - 10:00	4	633	0.593	4	633	0.395	4	633	0.988
10:00 - 11:00	4	633	0.316	4	633	0.474	4	633	0.790
11:00 - 12:00	4	633	0.198	4	633	0.593	4	633	0.791
12:00 - 13:00	4	633	0.237	4	633	0.514	4	633	0.751
13:00 - 14:00	4	633	0.198	4	633	0.395	4	633	0.593
14:00 - 15:00	4	633	0.316	4	633	0.079	4	633	0.395
15:00 - 16:00	4	633	0.316	4	633	0.277	4	633	0.593
16:00 - 17:00	3	738	0.181	3	738	0.090	3	738	0.271
17:00 - 18:00	3	738	0.993	3	738	0.587	3	738	1.580
18:00 - 19:00	3	738	1.038	3	738	0.181	3	738	1.219
19:00 - 20:00	**3**	**738**	**1.490**	**3**	**738**	**1.354**	**3**	**738**	**2.844**
20:00 - 21:00	3	738	0.000	3	738	0.316	3	738	0.316
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.931			6.658			13.589

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	4	633	0.000	4	633	0.000	4	633	0.000
09:00 - 10:00	**4**	**633**	**0.040**	4	633	0.000	**4**	**633**	**0.040**
10:00 - 11:00	4	633	0.000	**4**	**633**	**0.040**	4	633	0.040
11:00 - 12:00	4	633	0.000	4	633	0.000	4	633	0.000
12:00 - 13:00	4	633	0.000	4	633	0.000	4	633	0.000
13:00 - 14:00	4	633	0.000	4	633	0.000	4	633	0.000
14:00 - 15:00	4	633	0.040	4	633	0.000	4	633	0.040
15:00 - 16:00	4	633	0.000	4	633	0.000	4	633	0.000
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.040			0.120

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	348	0.000	3	348	0.000	3	348	0.000
08:00 - 09:00	**4**	**633**	**0.040**	4	633	0.000	**4**	**633**	**0.040**
09:00 - 10:00	4	633	0.000	4	633	0.000	4	633	0.000
10:00 - 11:00	4	633	0.000	4	633	0.000	4	633	0.000
11:00 - 12:00	4	633	0.000	4	633	0.000	4	633	0.000
12:00 - 13:00	4	633	0.000	4	633	0.000	4	633	0.000
13:00 - 14:00	4	633	0.000	4	633	0.000	4	633	0.000
14:00 - 15:00	4	633	0.000	4	633	0.000	4	633	0.000
15:00 - 16:00	4	633	0.000	**4**	**633**	**0.040**	4	633	0.040
16:00 - 17:00	3	738	0.000	3	738	0.000	3	738	0.000
17:00 - 18:00	3	738	0.000	3	738	0.000	3	738	0.000
18:00 - 19:00	3	738	0.000	3	738	0.000	3	738	0.000
19:00 - 20:00	3	738	0.000	3	738	0.000	3	738	0.000
20:00 - 21:00	3	738	0.000	3	738	0.000	3	738	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

Appendix Q

Outpatient Space Person Trip Generation Profile

Appendix R

Research and Development Staff and Student Trip Profile

Proposed Floor Area 16,963 sqm GEA

Profile

	Outpatient Trip Rates				Outpatient Trips		
Time Range	**IN**	**OUT**	**TOTAL**	**Time Range**	**IN**	**OUT**	**TOTAL**
00:00-01:00	0.000	0.000	0.000	00:00-01:00	0	0	0
01:00-02:00	0.000	0.000	0.000	01:00-02:00	0	0	0
02:00-03:00	0.000	0.000	0.000	02:00-03:00	0	0	0
03:00-04:00	0.000	0.000	0.000	03:00-04:00	0	0	0
04:00-05:00	0.000	0.000	0.000	04:00-05:00	0	0	0
05:00-06:00	0.000	0.000	0.000	05:00-06:00	0	0	0
06:00-07:00	0.000	0.000	0.000	06:00-07:00	0	0	0
07:00-08:00	1.370	0.606	1.976	07:00-08:00	232	103	335
08:00-09:00	1.832	0.923	2.754	08:00-09:00	311	156	467
09:00-10:00	2.481	1.601	4.082	09:00-10:00	421	271	692
10:00-11:00	2.510	1.847	4.356	10:00-11:00	426	313	739
11:00-12:00	2.466	2.409	4.875	11:00-12:00	418	409	827
12:00-13:00	2.453	2.538	4.991	12:00-13:00	416	431	847
13:00-14:00	2.885	1.890	4.775	13:00-14:00	489	321	810
14:00-15:00	2.078	2.682	4.760	14:00-15:00	352	455	807
15:00-16:00	1.154	2.597	3.750	15:00-16:00	196	440	636
16:00-17:00	0.722	1.847	2.568	16:00-17:00	122	313	436
17:00-18:00	0.476	1.197	1.673	17:00-18:00	81	203	284
18:00-19:00	0.881	0.678	1.559	18:00-19:00	149	115	264
19:00-20:00	0.650	0.837	1.487	19:00-20:00	110	142	252
20:00-21:00	0.447	0.750	1.197	20:00-21:00	76	127	203
21:00-22:00	0.000	0.000	0.000	21:00-22:00	0	0	0
22:00-23:00	0.000	0.000	0.000	22:00-23:00	0	0	0
23:00-00:00	0.000	0.000	0	23:00-00:00	0	0	0
Daily	**22.400**	**22.400**	**44.799**	**Daily**	**3800**	**3800**	**7599**
AADT	**19.200**	**19.200**	**38.399**	**AADT**	**3257**	**3257**	**6514**

Sources

TRICS Database: General Hospital - without casualty

Appendix S

Research and Development Person Trip Generation Profile

Research and Development Staff and Student Trip Profile

	256 Gray's Inn Road - Medical R&D - Staff						256 Gray's Inn Road - Medical R&D - Students					
	Trip Generation			Trip Rates (per 100sqm NIA)			Trip Generation			Trip Rates (per 100sqm NIA)		
Time Range	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00-01:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
01:00-02:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
02:00-03:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
03:00-04:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
04:00-05:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
05:00-06:00	0	0	0	0.000	0.000	0.000	0	0	0	0.000	0.000	0.000
06:00-07:00	25	0	25	0.288	0.000	0.288	0	0	0	0.000	0.000	0.000
07:00-08:00	115	0	115	1.327	0.000	1.327	1	1	2	0.012	0.012	0.023
08:00-09:00	90	0	90	1.038	0.000	1.038	5	1	6	0.058	0.012	0.069
09:00-10:00	37	0	37	0.427	0.000	0.427	2	1	3	0.023	0.012	0.035
10:00-11:00	22	0	22	0.254	0.000	0.254	2	1	3	0.023	0.012	0.035
11:00-12:00	26	0	26	0.300	0.000	0.300	1	1	2	0.012	0.012	0.023
12:00-13:00	35	5	40	0.404	0.058	0.461	1	1	2	0.012	0.012	0.023
13:00-14:00	16	11	27	0.185	0.127	0.311	1	1	2	0.012	0.012	0.023
14:00-15:00	8	15	23	0.092	0.173	0.265	1	2	3	0.012	0.023	0.035
15:00-16:00	10	27	37	0.115	0.311	0.427	1	2	3	0.012	0.023	0.035
16:00-17:00	7	24	31	0.081	0.277	0.358	1	3	4	0.012	0.035	0.046
17:00-18:00	3	43	46	0.035	0.496	0.531	0	1	1	0.000	0.012	0.012
18:00-19:00	0	37	37	0.000	0.427	0.427	0	1	1	0.000	0.012	0.012
19:00-20:00	0	15	15	0.000	0.173	0.173	1	1	2	0.012	0.012	0.023
20:00-21:00	0	25	25	0.000	0.288	0.288	1	1	2	0.012	0.012	0.023
21:00-22:00	0	36	36	0.000	0.415	0.415	0	1	1	0.000	0.012	0.012
22:00-23:00	0	102	102	0.000	1.177	1.177	0	0	0	0.000	0.000	0.000
23:00-00:00	0	55	55	0.000	0.635	0.635	0	0	0	0.000	0.000	0.000
Daily	**394**	**395**	**789**	**4.545**	**4.557**	**9.102**	**18**	**19**	**37**	**0.208**	**0.219**	**0.427**

Sources:

256 Gray's Inn Road - Medical R&D Facility = 8,668sqm NIA

Research and Development Staff and Student Person Trip Generation Profile

	Trip Generation Staff			Trip Generation Students			Trip Generation Combined		
Time Range	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	15	0	15	0	0	0	15	0	15
07:00-08:00	67	0	67	6	6	12	73	6	79
08:00-09:00	53	0	53	29	6	35	82	6	88
09:00-10:00	22	0	22	12	6	18	33	6	39
10:00-11:00	13	0	13	12	6	18	25	6	30
11:00-12:00	15	0	15	6	6	12	21	6	27
12:00-13:00	21	3	23	6	6	12	26	9	35
13:00-14:00	9	6	16	6	6	12	15	12	28
14:00-15:00	5	9	13	6	12	18	11	21	31
15:00-16:00	6	16	22	6	12	18	12	28	39
16:00-17:00	4	14	18	6	18	23	10	32	42
17:00-18:00	2	25	27	0	6	6	2	31	33
18:00-19:00	0	22	22	0	6	6	0	28	28
19:00-20:00	0	9	9	6	6	12	6	15	21
20:00-21:00	0	15	15	6	6	12	6	21	26
21:00-22:00	0	21	21	0	6	6	0	27	27
22:00-23:00	0	60	60	0	0	0	0	60	60
23:00-00:00	0	32	32	0	0	0	0	32	32
Daily	**231**	**231**	**462**	**105**	**111**	**217**	**336**	**343**	**679**
AADT	**198**	**198**	**396**	**90**	**95**	**186**	**288**	**294**	**582**