Plender Street & Camden Street Redevelopment Project

DELIVERY & SERVICING PLAN

Report

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Tables and Figures

Appendices

1 Introduction

GENERAL

1.1 JMP Consultants Ltd (JMP) has been commissioned by the London Borough of Camden to prepare a Delivery & Servicing Plan (DSP) to support the discharging of a planning condition relating to the London Borough of Camden's Plender Street and Camden Street redevelopment project. The redevelopment incorporates 30 Camden Street and 67-72 Plender Street, London, NW1 0LG (the Site).

1.2 The Site has planning permission (ref: 2015/1833/P), subject to a series of planning conditions. Planning condition 34 of the permission states that:

> *No part of the development hereby approved shall be occupied until a Service Management Plan, setting out measures for managing deliveries, has been submitted to and approved by the local planning authority in conjunction with transport for London. The measures contained in the Service Management Plan shall at all times remain implemented.*

1.3 The Condition will be discharged following approval of the servicing management strategy by London Borough of Camden (LBC) prior to the first occupation of the Site.

1.4 The scheme is also subject to a S106 and schedule 12 includes the obligation for a Servicing Management Plan. This document covers the key points within Schedule 12.

DELIVERY & SERVICING PLANS

1.5 Transport for London's (TfL) "*Transport Assessment Best Practice Guidance Document*" introduced the concept of Delivery and Servicing Plans (DSPs), the aim of which is to provide a framework for determining that a Transport Assessment has fully considered the freight implication of a development.

1.6 DSPs provide a framework to efficiently manage all types of freight vehicle movement to and from individual buildings. A DSP can help to improve the safety, efficiency and reliability of deliveries to a Site. It also identifies unnecessary journeys and deliveries that could be made by more sustainable modes, helping to reduce congestion on the surrounding highway and minimise the environmental impact of freight activity related to a Site.

REPORT STRUCTURE

1.7 Following this section, the Delivery & Servicing Plan is structured as follows:

- **Section 2: Policy Context** – Provides a concise review of the current and emerging national, regional and local transport policies and guidance that are relevant to the servicing proposals for the Site;
- **Section 3: Objectives** – Sets out the overall objectives of the DSP;
- **Section 4: Baseline Conditions** – Provides an overview of the immediate surrounding area to identify existing on-street conditions including loading and servicing arrangements, as well as key constraints and restrictions;
- **Section 5: Consented Development** – Outlines the Consented Development, including proposed access and servicing arrangements;
- **Section 6: General Development Principles** - Establishes the general principles of servicing the development including site specific details and waste management. It also details the proposed routes and stopping locations for service vehicles accessing the Site. Estimates of the servicing traffic that will be generated by the development have been based on interrogating the latest

available version of the TRICS trip generation database and other relevant guidance documentation;

- **Section 7: Servicing Management Plan** - Provides the detailed proposals for each land use;
- **Section 8: Proposed Actions, Targets & Monitoring** - The proposed arrangements and mitigation measures as well as the methodology to monitor these arrangements; and
- **Section 9: Summary** – Provides an outline of the findings and measures contained within the DSP.

2 Policy Context

GENERAL

2.1 Relevant planning policy and guidance at a national, regional and local level has been reviewed in this section of the report. Reference is made to the following documents:

- Greater London Authority London Plan (2015), Further Alterations to the London Plan;
- The Mayor's Transport Strategy (2010);
- Transport for London (2007) London Freight Plan; and
- Delivery and Servicing Plans: Making Freight Work for You.

POLICY

Further Alterations to the London Plan (2015)

2.2 At the strategic level the Mayor will work with all relevant partners to improve freight distribution. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

2.3 In relation to planning decisions the Mayor will seek to ensure that:

- Development proposals that; locate developments that generate high numbers of freight movements are close to major transport routes;
- Promote the uptake of the Freight Operators Recognition Scheme, Construction Logistics Plans and Delivery & Servicing Plans. These should be secured in line with the London Freight Plan and should be coordinated with Travel Plans; and
- Increase in the use of the Blue Ribbon Network for freight transport will be encouraged.

The Mayor's Transport Strategy (2010)

2.4 The Mayor's Transport Strategy (MTS) sets out the Mayor's transport strategy for London up to 2031 and the issues of freight and servicing is considered throughout.

2.5 The MTS highlights the importance of the London Freight Plan, DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

2.6 Proposal 99 states that the "the Mayor, through TfL, and working with the London Boroughs, road freight operators and other stakeholders will:

- Adopt planning conditions that specify Delivery and Servicing Plans for major developments (by Spring 2011);
- Aim for 50% of HGVs and vans servicing London to be member of the FORS by 2016;
- Encourage, and where appropriate specify, improved freight movement efficiency through, for example greater consolidation, more off-peak freight movement and greater use of rail based transport; and
- Support the freight industry and land requirements for locally focussed consolidation and/or break bulk facilities and access to waterways and railways."

2.7 Proposal 117 acknowledges the incorporation of DSPs, CLPs and the FORS scheme: "The Mayor, through TfL and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of

delivery and servicing plans, construction logistics plans, the FORS and other efficiency measures across London."

2.8 The MTS sets out the importance of the London freight information portal which "will help London's public authorities (the GLA and boroughs, for example) and freight operators exchange information about:

- Improving operational efficiency;
- Encouraging better driver behaviour, the use of alternative fuels and the uptake of low carbon vehicles;
- Reducing freight administration costs; and
- Enhancing freight journey planning."

The London Freight Plan

2.9 TfL published a best practice guidance document on sustainable freight distribution in November 2007. The aim of the document is to provide guidance and direction to improve the efficiency of the freight sector and reduce the environmental and social impacts of freight transportation on London.

2.10 The Plan sets out the steps to be taken over the next five to ten years to identify and begin to address the challenge of delivering freight sustainably in London. The Plan outlines how DSPs will be used to increase a development's operational efficiency by reducing delivery and servicing impacts to premises. DSP's aim to reduce delivery trips particularly during peak periods and provide the use of safe and legal loading facilities (pg 6).

2.11 The specific policy aims are to:

- Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London's economy;
- Minimise the adverse environmental impact of freight transport and servicing in London;
- Minimise the impact of congestion on the carriage of goods and provision of servicing; and
- Foster a progressive shift of freight from road to more sustainable modes such as rail and water, where this is economical and practicable.

2.12 Four main projects are identified within the London Freight Plan to achieve the above objectives and are as follows:

- Freight Operator Recognition Scheme;
- Delivery and Servicing Plans;
- Construction Logistics Plan; and
- Freight Information Portal.

Delivery and Servicing Plans: Making Freight Work for You

2.13 TfL has published advice on the development of DSPs. The document provides guidance on how design, procurement strategy, operational efficiency, waste management and road trip reduction can be used to help developers and planning authorities comply with policy requirements.

2.14 A DSP is described as providing a 'framework to make sure that freight vehicle activity to and from your building is working effectively for your organisation' (p 2).

2.15 DSPs can be used to:

- Manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak; and

- Identify and promote where safe and legal loading can take place.

2.16 Other advantages to developing and implementing a DSP include time and cost savings, reduced congestion, improved reliability, improved safety and a reduction in the Site's impact on the environment (p 3-4).

3 Objectives

GENERAL

3.1 Delivery & Servicing Plans developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the London Freight Plan and TfL's best practice guidance.

3.2 This DSP will therefore seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, the site can be serviced and waste removed, in a safe, efficient and environmentally-friendly way;
- Reduce the impact of freight activity on local residents, traffic and the environment; and
- Consolidate deliveries where possible and reduce vehicular activity via servicing and delivery by education of alternative means and development wide principles.

4 Baseline Conditions

GENERAL

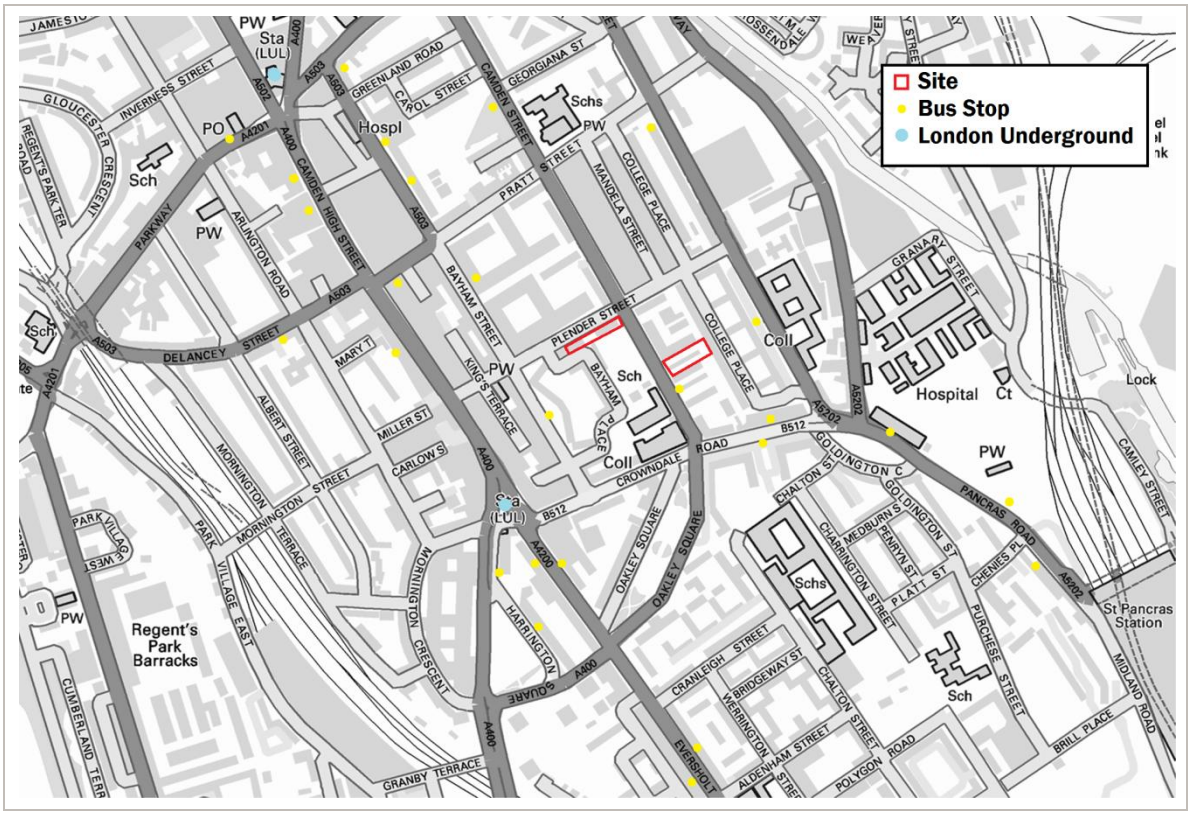
4.1 This section provides information on the existing Site and surrounding area, with a focus on loading and local transport infrastructure and services. It is informed by desk-based research and a site audit undertaken by JMP on Thursday 4 June 2015. The baseline conditions are identified so that the context of servicing at the Consented Development, its measures and potential impact on the local transport and highway network can be fully understood.

SITE LOCATION & EXISTING SITE INFORMATION

4.2 The Site is located in the St Pancras and Somers Town Ward approximately 250m east of Camden High Street, within the London Borough of Camden.

4.3 A plan showing the location of the Site in the context of the surrounding area is provided in **Figure 4.1** below.

Figure 4.1 Site Location Plan



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PUBLIC TRANSPORT ACCESSIBILITY

4.4 Public Transport Accessibility Levels (PTALs) are a measure of accessibility from a site to the local public transport network. The measure takes account of the walk access time to a station or stop as well as the wait time and reliability of local public transport services.

4.5 A PTAL assessment has been undertaken for the Site using the latest timetable data for accessible public transport nodes, using the TfL PTAL website. The assessment confirms a PTAL rating of 6a (excellent), where 1a is a very poor PTAL rating and 6b is the highest PTAL rating that can be achieved.

4.6 The Site is located within accessible walking distance of 12 bus routes, with the closest bus stops located at the junction of Plender Street and Bayham Street, approximately 250m from the Site. London Underground services from Mornington Crescent and Camden Town are also located within an accessible distance of the Site.

WALKING & CYCLING

Pedestrians

4.7 The area is fairly permeable to pedestrians, with footways along all carriageways in the vicinity of the Site and good pedestrian crossing facilities. The key pedestrian desire lines in the vicinity of the Site primarily comprise east-west travel towards Camden High Street, which lies 300m west of the Site and has a variety of shops and services.

Cycling

4.8 Plender Street and Camden Street have limited formal on-street cycling facilities. However, given its primarily residential nature, the area in the proximity of the Site is considered to be conducive to cycling.

4.9 The western section of Plender Street, approaching Camden High Street, has a short stretch of contra flow cycle lane. Advanced stop lines for cyclists are located at the approaches to the junction of Camden Street and Crowndale Road, as shown in **Figure 4.2**.

Figure 4.2 Camden Street / Crowndale Road Junction

4.10 Both Camden Street and Camden High Street form part of the LCN+ network of cycle routes (Route 27), providing connections to areas including Kentish Town, Euston and Bloomsbury. Royal College Street forms part of Route 28, which runs from Holloway in the north to King's Cross in the south. A segregated cycle lane is provided on Royal College Street.

4.11 Pratt Street is designated by TfL as a '*route signed or marked for use by cyclists*', whilst Greenway routes exist on Royal College Street and to the north of St Pancras Station.

LOCAL HIGHWAY NETWORK

4.12 The Site is split into two development schemes located on Plender Street and Camden Street.

4.13 Plender Street is a two-way street of approximately 10.5 metres width. On-street parking bays are located on both sides of the carriageway. Between Bayham Street and Camden High Street, Plender Street operates with vehicles able to travel in an eastbound direction only. Vehicles over five tonnes in weight are not permitted to use Plender Street between the hours of 18:30 and 08:00.

4.14 There are acceptable footways on both sides of the carriageway which are approximately 3.0 metres in width. Plender Street links Camden High Street to the south west with Royal College Street to the north east and is truncated by Camden Street, Bayham Street and College Place which run north to south and is subject to a 20mph speed restriction.

4.15 Camden Street (A400) forms part of the TLRN forming a one way system with Camden High Street. Camden Street is a one way southbound street approximately 10 metres in width. There are parking bays located along both sides of the carriageway to the north of the Site. Traffic usually queues in two lanes southwards at peak times to the junction with Crowndale Road. There are red route markings on Plender Street at the approach to the junction with Camden Street, and on Camden Street, between the bus stop and the on street parking bays.

5 Consented Development

CONSENTED DEVELOPMENT

5.1 The redevelopment incorporates two separate development schemes on adjoining streets: 67-72 Plender Street (Site A) and 30 Camden Street (Site B), London, NW1 0LG (the Site), as shown in **Figure 4.1**.

5.2 The Plender Street site is already under construction and will provide a total of 31 housing apartments and commercial space, including a laundrette and mini market. It will also provide new premises for the St. Pancras Community Association. This phase of the development is anticipated to be completed in August 2015.

5.3 Completion of the Plender Street phase of the development will allow the St. Pancras Community Association to move from their current location at 30 Camden Street. This in turn will facilitate the construction of 14 affordable homes. A community garden / outdoor area with planting and table tennis facilities will also be provided.

Plender Street

5.4 The Plender Street site is bounded by Plender Street to the north-west, Camden Street and the Richard Cobden sports pitches to the north-east and Bayham Place to the south-west, and incorporates three separate areas. At the western end is a row of existing retail units and a doctor's surgery. A single storey building currently used as changing rooms for four sports pitches is located at the junction of Plender Street and Camden Street, whilst the central area comprises of a row of garages along Bayham Place.

5.5 The Plender Street site is being redeveloped to provide a new Class D1 community centre with changing rooms, replacement Class A1 retail units and 31 market self contained flats, broken down as follows:

- 12 x 1bed;
- 16 x 2bed; and
- 3 x 3bed.

5.6 New public open space and two disabled car parking spaces will also be provided adjacent to Bayham Place.

5.7 The existing Plender Street site is shown in **Figure 5.1** overleaf.

Figure 5.1 Plender Street Site

Camden Street

5.8 The Camden Street site is bound by Camden Street to the west, Kingston House to the north, Camden Studios and Newlyn House to the east and Merrivale House to the south. It is currently occupied by the St Pancras community centre and eighteen existing garages which will be demolished to create a total of 14 affordable self contained residential units, broken down as follows:

- 5 x 1bed;
- 5 x 2bed; and
- 4 x 3bed.

5.9 These will be accompanied by seven on-site car parking spaces.

5.10 The existing Camden Street site is shown in **Figure 5.2** overleaf.

Figure 5.2 Camden Street Site

5.11 **Table 5.1** below provides a summary of the existing and proposed floor areas, broken down by land use. Architect plans of the consented development are contained at **Appendix A** for information.

Table 5.1 Existing & Proposed Floor Area, sqm

Land Use	Existing	Proposed	Net Change
Retail	313	228	-85
Residential (Private)	0	1,260	+1,260
Residential (Social)	0	1,267	+1,267
Community Centre	716	714	-2
Doctor's Surgery	146	0	-146
Changing Rooms	108	70	-38
Total	1,283	3,539	+2,256

PLANNING CONSENT

5.12 The Site has planning permission (ref: 2015/1833/P), subject to a series of planning conditions. Planning condition 34 of the permission states that:

No part of the development hereby approved shall be occupied until a Service Management Plan, setting out measures for managing deliveries, has been submitted to and approved by the local planning authority in conjunction with transport for London. The measures contained in the Service Management Plan shall at all times remain implemented.

5.13 This condition will be discharged following approval of this Delivery & Servicing Plan by the London Borough of Camden (LBC) prior to the first occupation of the Site. There is also a legal obligation in the S106, schedule 12 for a Servicing management plan.

6 General Development Servicing Principles

LOADING LOCATIONS

6.1 It is anticipated that all servicing, delivery and waste activity will be accommodated on-street on both Plender Street and Camden Street, as broadly per the current situation. Detailed vehicle routing and loading strategies are presented below for each location.

Plender Street Site

Residential

6.2 A total of 13 residential parking bays and 14 shared use bays front the Plender Street site. It is anticipated that all servicing associated with the 31 residential units located on Plender Street will be undertaken on-street from these bays. The majority of servicing associated with these residential units is likely to comprise grocery / takeaway deliveries and similar. Such deliveries will be made by Light Goods Vehicles (LGVs) or by car, and will have a short duration of stay.

Community Centre

6.3 It is anticipated that servicing associated with the proposed community centre will take place from the same locations as residential servicing. It is noted that existing servicing activity at the Camden Street community centre currently takes place on-street.

Retail

6.4 Retail servicing activity will take place on street from Plender Street. This strategy is in line with servicing arrangements of the Site's existing retail units; the amount of retail floor space is actually decreasing.

Camden Street Site

6.5 It is anticipated that all servicing associated with the 14 residential flats located on Camden Street will be undertaken on the carriageway of Camden Street, from the loading bay located immediately adjacent to the Site. Loading is permitted at all times in this location, for a maximum of 20 minutes between the hours of 08:00 and 19:00, Monday to Saturday.

6.6 As with the residential units on Camden Street, the majority of servicing associated with these units is likely to comprise grocery / takeaway deliveries and similar. Such deliveries will be made by Light Goods Vehicles (LGVs) or by car, and will have a short duration of stay. **Figure 6.1** shows the proposed servicing location on Camden Street, with the Site located at the left of the photo.

Figure 6.1 Camden Street Loading Bay

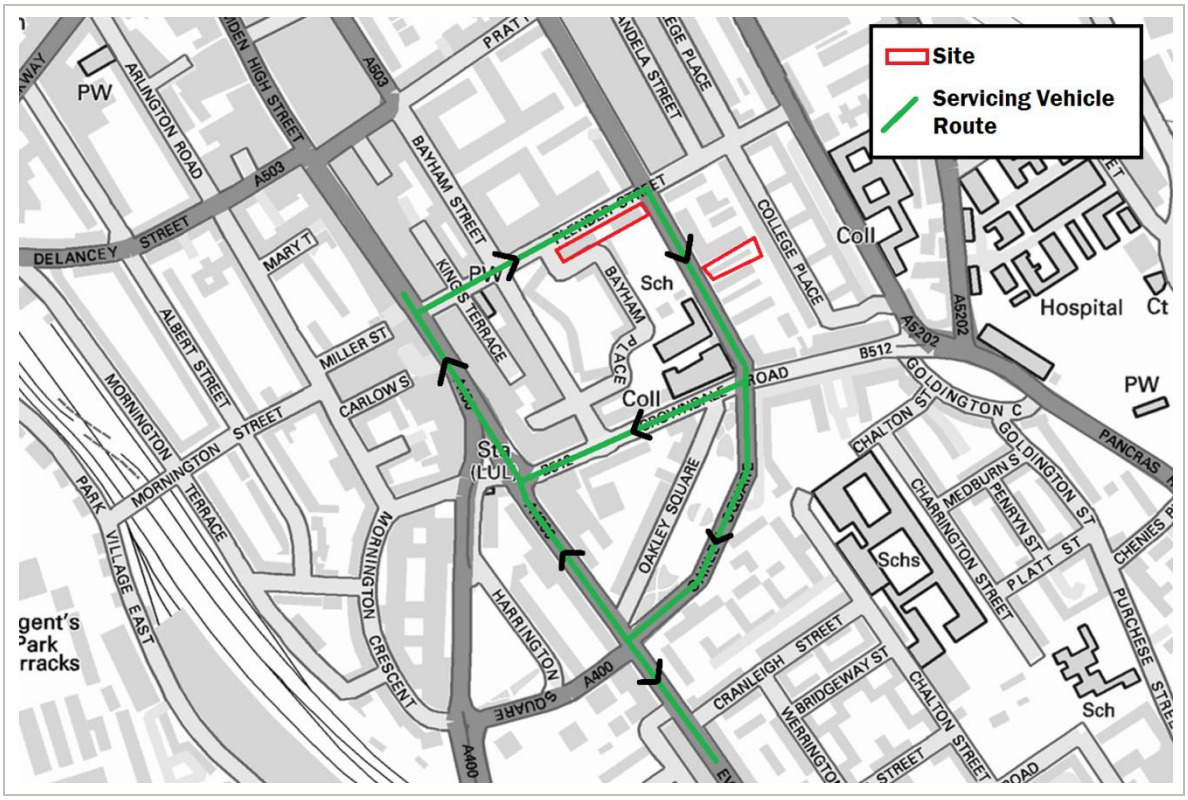
VEHICLE ROUTES

6.7 The proposed servicing vehicle routing strategy is detailed in **Figure 6.2** overleaf. It can be seen that vehicles are anticipated to travel eastbound on Plender Street from Camden High Street, with vehicles either stopping at the Plender Street site, or turning right onto Camden Street.

6.8 When leaving the Site, vehicles are anticipated to travel south on Camden Street to the junction with Crowndale Road, from where they will either travel northwards along Camden High Street, or southwards on Eversholt Street.

6.9 With the exception of Plender Street and Camden Street, such a routing strategy avoids vehicles utilising streets that are primarily residential in nature.

Figure 6.2 Servicing Vehicle Route



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6.10 The proposed servicing vehicles routes to and from the Site are considered to be suitable for the number of servicing and delivery movements anticipated to be generated by the proposed development. Where possible, delivery and servicing contractors will be informed of the preferential routing strategy.

SERVICING TRIP GENERATION

6.11 This section includes reports on the servicing and delivery trip generation calculations undertaken to understand the servicing and delivery movements generated by the Site.

6.12 Full outputs are contained at **Appendix B** for information.

Residential Servicing

6.13 The latest available version of the TRICS database (v.7.2.1) has been interrogated to obtain trip rates for servicing vehicles associated with the consented development's 45 residential units.

6.14 Trip rates from the following TRICS sites have been used:

- Talbot Road, Haringey;
- Fulham Palace Road, Hammersmith & Fulham;
- Copenhagen Street, Islington; and
- Hawes Street, Islington.

6.15 Recorded OGV trip rates per dwelling are low, with a trip rate per dwelling of only 0.003 recorded between the hours of 10:00 and 11:00. No OGV trips are predicted for the remainder of the daily period (07:00-19:00), as shown in **Table 6.1**.

Table 6.1 OGV Trip Rate- Affordable/Local Authority Flats

	In	Out	Total
10:00-11:00	0.003	0.003	0.006
TOTAL	**0.003**	**0.003**	**0.006**

TRICS 2015

6.16 This trip rate has been scaled to reflect the consented development's 45 residential units, as shown in **Table 6.2**.

Table 6.2 OGV Trip Generation- 140 Dwellings

	In	Out	Total
10:00-11:00	0.135	0.135	0.270
TOTAL	**0.135**	**0.135**	**0.270**

TRICS 2015

6.17 Based on data contained within the TRICS database, it can be seen that the residential units are not anticipated to generate any two-way OGV servicing trips per day.

6.18 Available TRICS data for Affordable/Local Authority Flats does not contain information concerning LGV movements. JMP has undertaken a number of servicing surveys and therefore holds information on residential servicing trips from a wide variety of Sites within London. As a worst case scenario, it is anticipated that there 0.1 delivery trips per residential dwelling would be made by LGVs per day. This equates to a total of five two-way LGV trips per day.

Community Centre Servicing

6.19 The TRICS database has been analysed (07/Q: Community Centre) to anticipate the number of servicing trips to be generated by the community centre. No London sites are contained within the TRICS database, and therefore two sites with similar residential location parameters have been used. It is noted that no servicing trips are contained within the TRICS data for this land use, as detailed in full TRICS outputs contained at **Appendix B** for information.

6.20 It is difficult at this stage to determine the absolute number of servicing trips that will be generated by the community centre, as the nature and frequency of usage of the community centre is not confirmed at present. However, the number of deliveries to the centre is anticipated to be insignificant, equating to approximately two a day.

6.21 The number of servicing trips is anticipated to be in line with those currently received by the existing community centre at the Camden Street site.

6.22 If required by LBC a survey of servicing movements at the community centre once occupied and operational can be undertaken to ascertain the number of servicing trips associated with this land use. This can be undertaken by the management of the community centre and will not be an onerous task as servicing and delivery will be factored about the particular uses of the centre.

Retail Servicing

6.23 It is noted that there are a series of retail units located at the existing Site on Plender Street, with floor area totalling 313 sqm. The consented development represents a reduction in retail floor space (A1 land use) of 85 sqm, with 228 sqm retail floor space proposed.

6.24 As such, retail servicing trips are anticipated to reduce as a result of the development. Therefore, trip generation associated with the retail element of the consented development have not been assessed further.

7 Servicing Management Strategy

OBJECTIVES

7.1 Delivery and Servicing Plans seek to support sustainable development. They are drafted within the context of the guidance provided within the London Freight Plan and TfL's best practice guidance. This DSP therefore seeks to achieve the following objectives:

- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Improve the reliability of deliveries to the Site;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight activity on local residents and the environment.

7.2 Proposed management measures and initiatives are set out in turn below. These include operational efficiency, vehicle type, freight consolidation, waste management and road trip reduction.

MANAGEMENT STRATEGY

Timing of Deliveries

7.3 It is anticipated that the majority of servicing trips associated with the community centre and retail land use will take place between the hours of 07:00-19:00. Deliveries will be managed to avoid the typical network peak hours as far as reasonably practicable.

7.4 Although Condition 12 of the planning consent restricts opening hours of the community centre to between 08:00 and 23:00, it is anticipated that the centre will be operate between the hours of 09:00 and 22:00. Daily opening hours will be dependent on the nature of functions taking place.

Vehicle Type

7.5 It is anticipated that the majority of delivery and servicing trips to the Site will be made by Light Goods Vehicles (LGVs) and cars. No deliveries are anticipated to be made by larger vehicles (such as OGVs).

7.6 The use of electric vehicles for delivery and servicing trips will be encouraged where suitable, particularly for smaller deliveries. Vehicles that meet the highest emission standards possible will be used.

Community Centre Servicing

7.7 Deliveries to the community centre will be managed to ensure they take place outside the typical network morning and evening peak periods of 08:00-09:00 and 17:00-18:00 respectively.

7.8 It is anticipated that the manager of the community centre will be responsible for managing deliveries to ensure that deliveries are not concentrated on certain time periods, and do not overlap with each other. The manager will also monitor the impact of servicing activity on the highway network outside the Site, and will take steps to mitigate any observed negative impacts.

Waste Storage & Collection

7.9 LBC offer a doorstep rubbish collection to all street-level properties. Rubbish is required to be placed out in front of the property or at the edge of the property boundary in secured black rubbish bags at the correct time for collection.

7.10 It is anticipated that refuse generated by the retail units would continue to be collected from Plender Street, as per the existing situation. Individual retail tenants will be responsible for providing their own refuse storage areas within the retail units and for ensuring waste is appropriately placed on collection days.

7.11 It is proposed that residential waste will be stored in 1,100 litre Eurobins in communal areas within the two Sites, and will be collected by LBC's residential waste collection service. At present, residential waste is collected by LBC weekly on Mondays.

FREIGHT OPERATOR RECOGNITION SCHEME (FORS)

7.12 Transport for London's Freight Unit recommends that developers commit to Sustainable Freight Distribution by contracting the services of operators registered with a best practice scheme such as the 'Freight Operator Recognition Scheme' (FORS).

7.13 FORS aims to address fleet and freight vehicle operational efficiency, improving all areas of sustainable distribution to reduce congestion and collisions. The Applicant is committed to sustainable freight distribution. Delivery and servicing contracts will be awarded to operators that are registered with FORS or a similar best practice scheme.

7.14 Utilising freight operators which operate within a best practice scheme creates opportunities for linked trips to be developed. This in turn reduces the number of goods vehicle trips to the site.

7.15 Operators that service the Site will be strongly encouraged to register with a best practice scheme such as FORS.

8 Proposed Actions, Targets & Monitoring

ACTIONS

8.1 Site-wide development principles have been established through this DSP which need to be made clear to all residents, retail occupiers and tenants by the Estates Management Committee through the following means:

- Provide, through the residents handbook, and the Travel Plan, advice to residents explaining delivery options for bulky and high value goods and alternative sustainable methods to vehicular deliveries.
- Review arrangements for servicing management on an annual basis to ensure that they are appropriate to meet the needs of residents and retail tenants and mitigate potential impacts from on site through review of this SMP annually.
- Engage with appropriate stakeholders such as TfL and LBS to ensure that best practice and innovation in logistics management feeds into the servicing strategy; this may include considerations of rescheduling, retiming and consolidation; and
- The Estates Management Committee (EMC) will provide guidance on access to the London Freight Information Portal, as it emerges, and provide other advice to operators such as out-of-hours deliveries where these are deemed acceptable (http://www.tfl.gov.uk/cdn/static/cms/documents/code-of-practice-out-of-hoursdeliveries- and-servicing.pdf); detail of the Freight Journey Planner; and information on membership of the FORS system.

8.2 The retail A1-A3 should appoint a service manager to monitor and consolidate deliveries once the occupier is known. The retail tenant will be provided with a copy of the Delivery & Servicing Plan and asked to confirm their agreement to the principles and measures within it.

TARGETS & MONITORING

8.3 Targets for the site wide servicing management of the Consented Development are set out in **Table 8.1** below.

Table 8.1 DSP Targets, Monitoring and Resolution Methodology

Target	Monitoring	Resolution Method
Target 1: Minimise disruption to the surrounding local highway network resulting through deliveries and servicing to the consented development.	Recording feedback received from residents and other stakeholders, coordinated by the EMC.	Coordination with other EMC's within the neighbourhood, where appropriate, and raising issues with suppliers, retail tenants and residents where appropriate
Target 2: Do not exceed the capacities of on-street loading bays and kerb space and have no aborted refuse collections.	Regular site observations and monitoring to understand peak periods and seek improved profiling over time.	Improved profiling by communications with residents to seek to reduce demands at peak servicing times. EMC working in coordination with other EMC's within the neighbourhood and with residents and retail tenants.
Target 3: Deliver an incident and injury free approach to servicing management.	Recording incidents and injuries that are directly attributed to deliveries and servicing associated with the committed development.	Recording incidents and adopting practices to address issues where they arise.

9 Summary

GENERAL

9.1 JMP Consultants Limited has been commissioned by the London Borough of Camden (property services) to prepare a Delivery & Servicing Plan (DSP) to meet and discharge a planning condition associated with the consented development at 30 Camden Street and 67-72 Plender Street, London, NW1 0LG (the Site).

9.2 The Local Planning Authority and Highways Authority is the London Borough of Camden (LBC).

9.3 A planning application was submitted in April 2013 for:

- The redevelopment of 30 Camden Street to provide a 3-4 storey block for 14 'affordable' self contained flats (5x1bed, 5x2bed and 4x3bed) plus seven car spaces behind Camden Studios; and
- The redevelopment of 67-72 Plender Street, Bayham Place Estate garages and Richard Cobden School changing rooms on Plender St to provide two 4-5 storey blocks for a new Class D1 community centre with changing rooms, replacement Class A1 retail units and 31 'market' self contained private flats (12x1bed, 16x2bed and 3x3bed), plus new public open space and two disability parking spaces next to Bayham Place.

9.4 The Site has planning permission (ref: 2015/1833/P), subject to a series of planning conditions. Planning condition 34 of the permission states that:

> *No part of the development hereby approved shall be occupied until a Service Management Plan, setting out measures for managing deliveries, has been submitted to and approved by the local planning authority in conjunction with transport for London. The measures contained in the Service Management Plan shall at all times remain implemented.*

9.5 There is also a S106 with schedule 12 including a legal obligation for a servicing management plan.

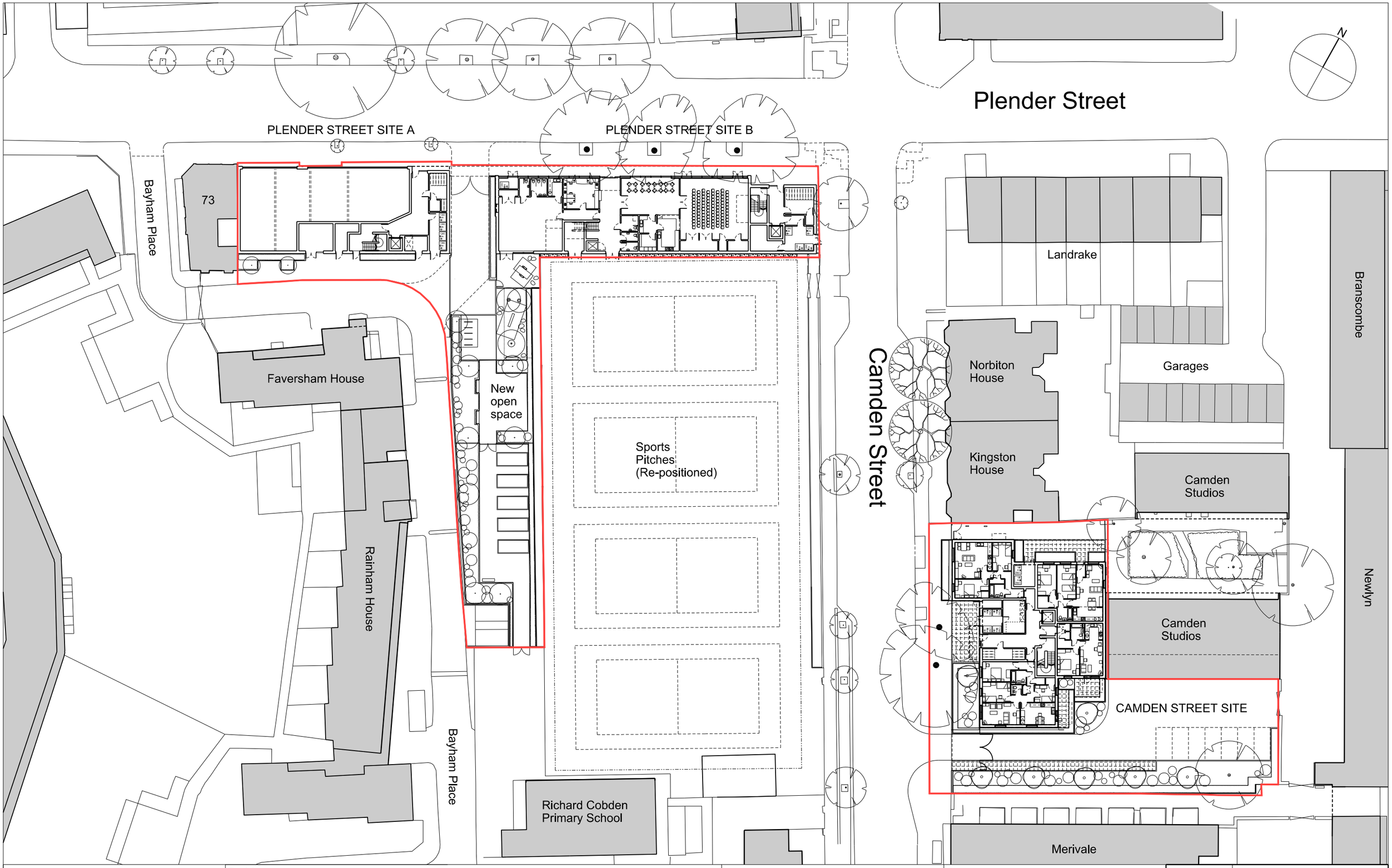
9.6 The DSP aims to demonstrate how servicing and waste collection traffic associated with the development will be appropriately managed. It seeks to achieve the following objectives:

- Demonstrate that goods and services can be delivered, the site can be serviced and waste removed, in a safe, efficient and environmentally-friendly way;
- Reduce the impact of freight activity on local residents, traffic and the environment; and
- Consolidate deliveries where possible and reduce vehicular activity via servicing and delivery by education of alternative means and development wide principles.

9.7 The DSP will be monitored in accordance with TfL and LBC requirements.

Appendix A

CONSENTED DEVELOPMENT ARCHITECT PLANS



Notes:

0 15m

Drwg. original size: A3

Revisions:

Date:	Rev:	Note:	Check:
22.03.13	A	Planning Application Issue	SD
26.03.13	B	Planning Application Issue	SD

cartwright pickard architects

1 Canal Side Studios
8 - 14 St Pancras Way
London
NW1 0QG

tel 020 7554 3830
fax 020 7388 9312
e-mail mail@cartwrightpickard.com

Project: 634 Camden and Plender Street

Drawing Title: Proposed Site Plan

Scale: 1:500 @ A3

Drwg. Created: March 2013

Drwg. No:	634-AP-0150
Status:	Planning Application (Not for Construction)
Revision:	B

Appendix B

TRICS TRIP GENERATION OUTPUTS

Calculation Reference: AUDIT-846402-150617-0651

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
10	WALES		
	SW	SWANSEA	1 days

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

Filtering Stage 2 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:	Site area
Actual Range:	0.19 to 0.20 (units: hect)
Range Selected by User:	0.12 to 2.50 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 09/05/14

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:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2

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

Selected Location Sub Categories:

Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

D2	2 days

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

Population within 1 mile:

25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	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
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	2 days

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

LIST OF SITES relevant to selection parameters

1 ST-07-Q-01 COMMUNITY CENTRE STAFFORDSHIRE
DUDLEY ROAD

WOLVERHAMPTON
Edge of Town Centre
Built-Up Zone
Total Site area: 0.20 hect
Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

2 SW-07-Q-01 COMMUNITY CENTRE SWANSEA
HIGH STREET

SWANSEA
Edge of Town Centre
High Street
Total Site area: 0.19 hect
Survey date: TUESDAY 22/10/13 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 VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	33.333	2	0.20	2.564	2	0.20	35.897
09:00 - 10:00	2	0.20	23.077	2	0.20	12.821	2	0.20	35.898
10:00 - 11:00	2	0.20	41.026	2	0.20	43.590	2	0.20	84.616
11:00 - 12:00	2	0.20	35.897	2	0.20	35.897	2	0.20	71.794
12:00 - 13:00	2	0.20	33.333	2	0.20	35.897	2	0.20	69.230
13:00 - 14:00	2	0.20	33.333	2	0.20	38.462	2	0.20	71.795
14:00 - 15:00	2	0.20	20.513	2	0.20	46.154	2	0.20	66.667
15:00 - 16:00	2	0.20	15.385	2	0.20	17.949	2	0.20	33.334
16:00 - 17:00	2	0.20	23.077	2	0.20	15.385	2	0.20	38.462
17:00 - 18:00	2	0.20	10.256	2	0.20	17.949	2	0.20	28.205
18:00 - 19:00	2	0.20	15.385	2	0.20	7.692	2	0.20	23.077
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			284.615			274.360			558.975

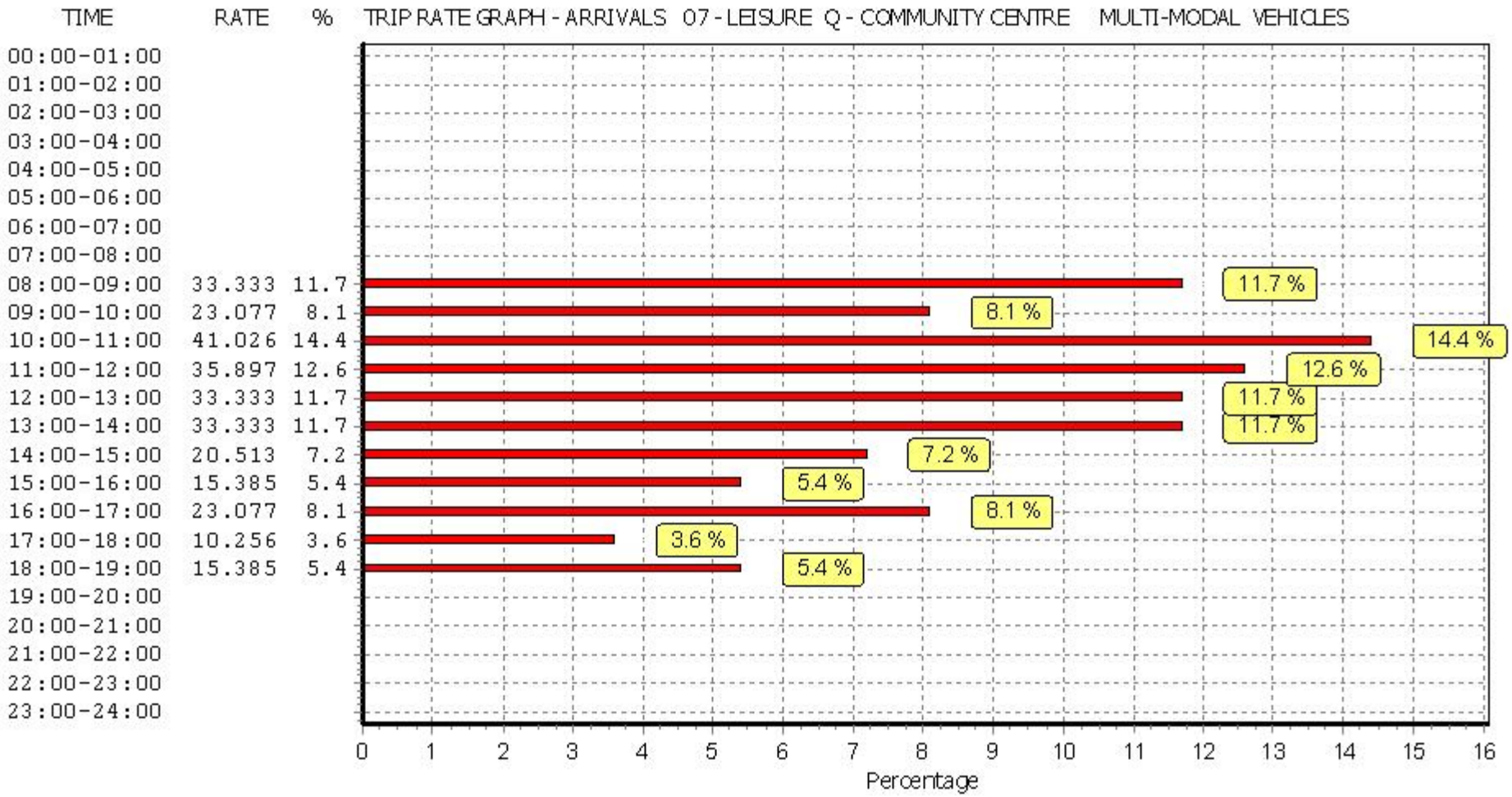
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

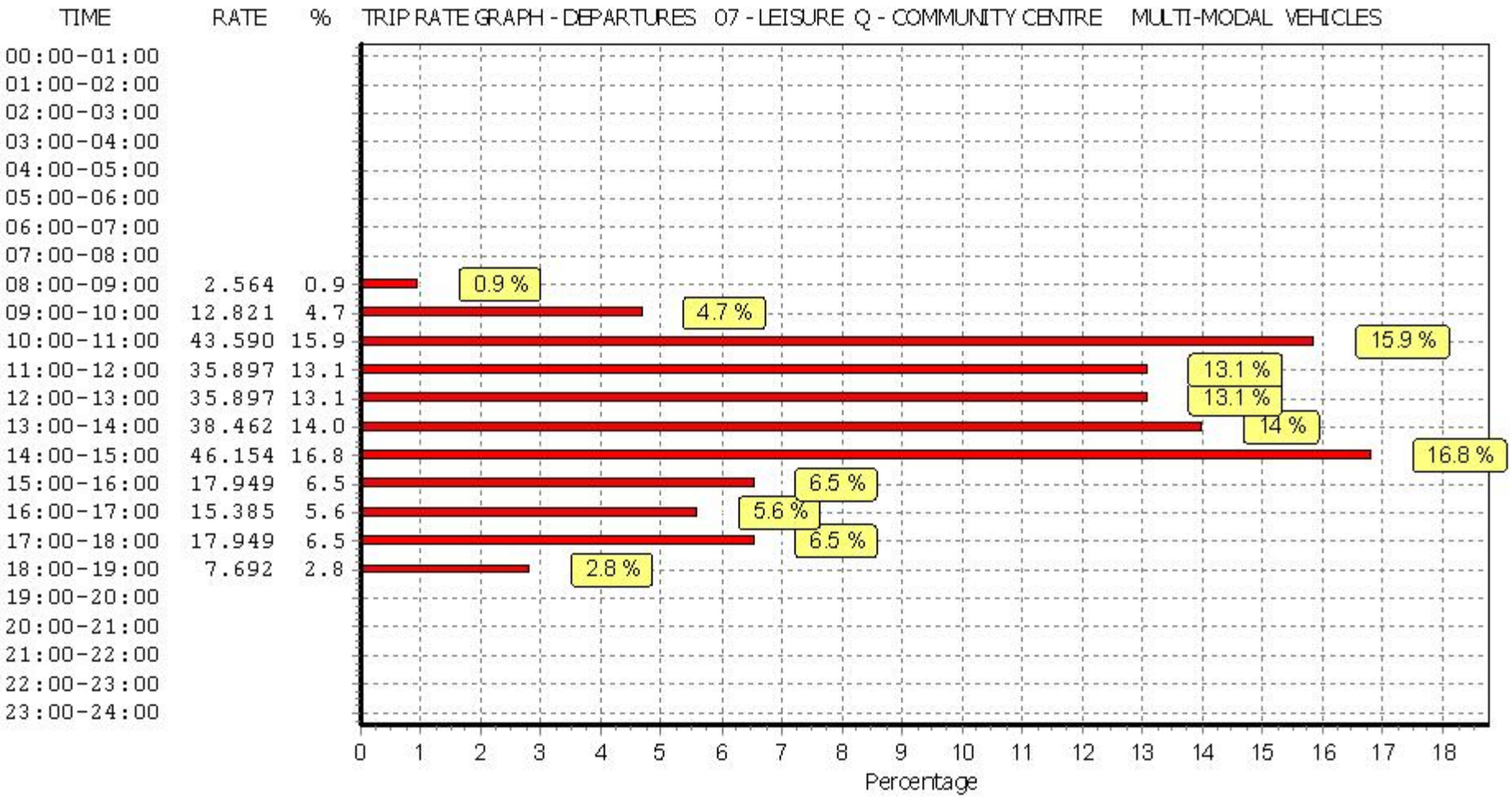
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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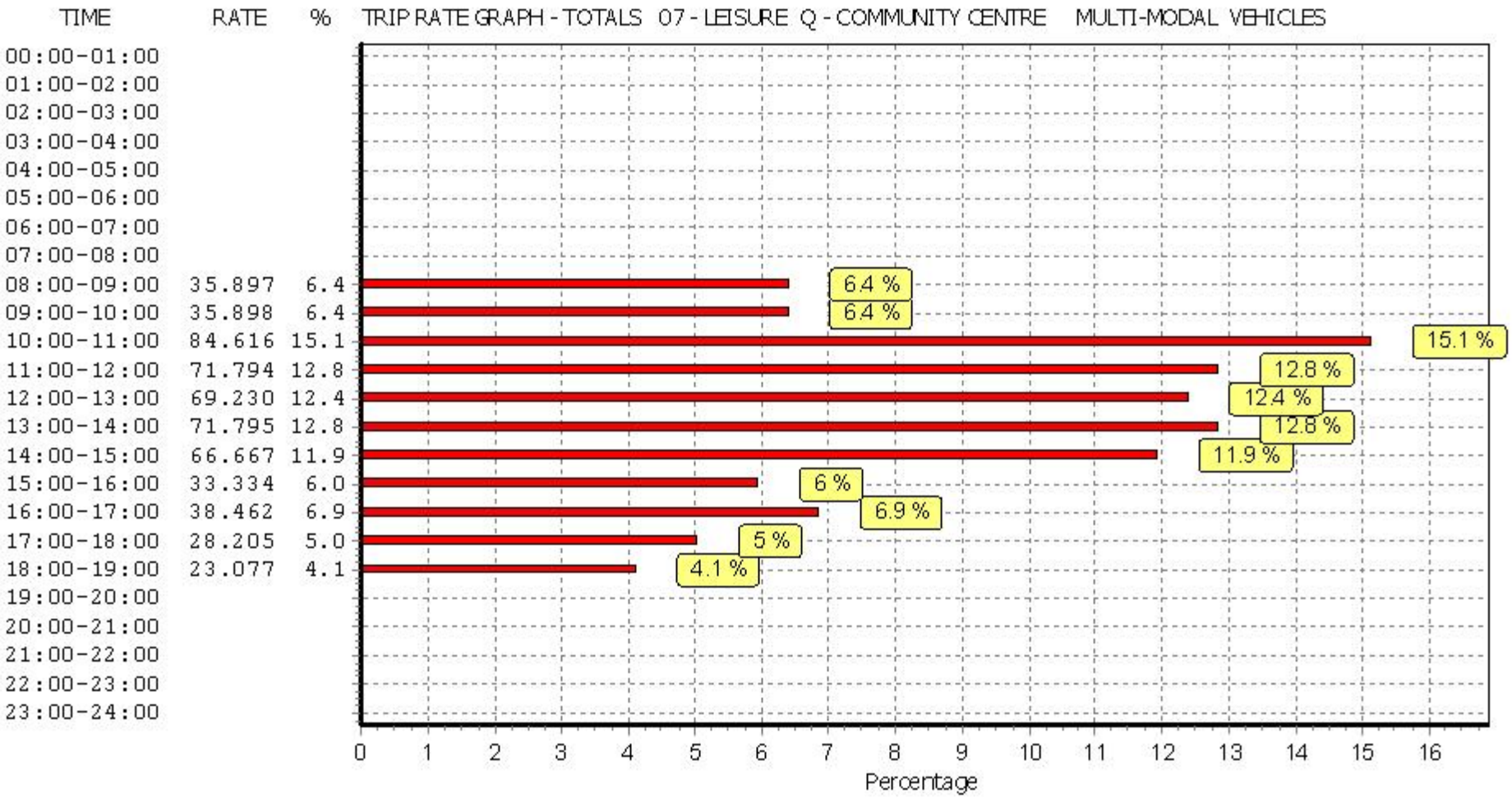


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	2.564	2	0.20	2.564	2	0.20	5.128
11:00 - 12:00	2	0.20	2.564	2	0.20	2.564	2	0.20	5.128
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	2.564	2	0.20	2.564	2	0.20	5.128
14:00 - 15:00	2	0.20	5.128	2	0.20	5.128	2	0.20	10.256
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.820			12.820			25.640

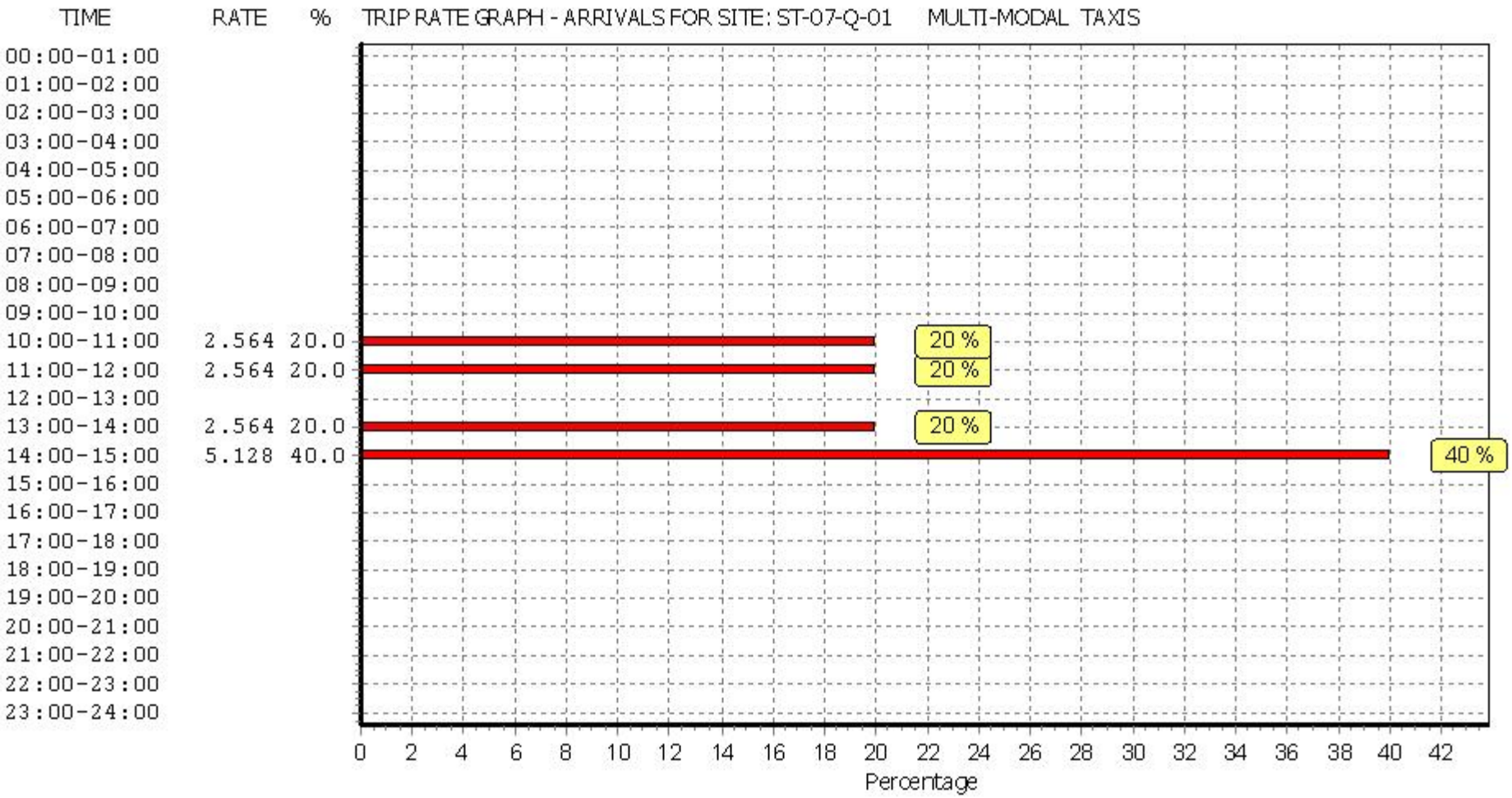
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

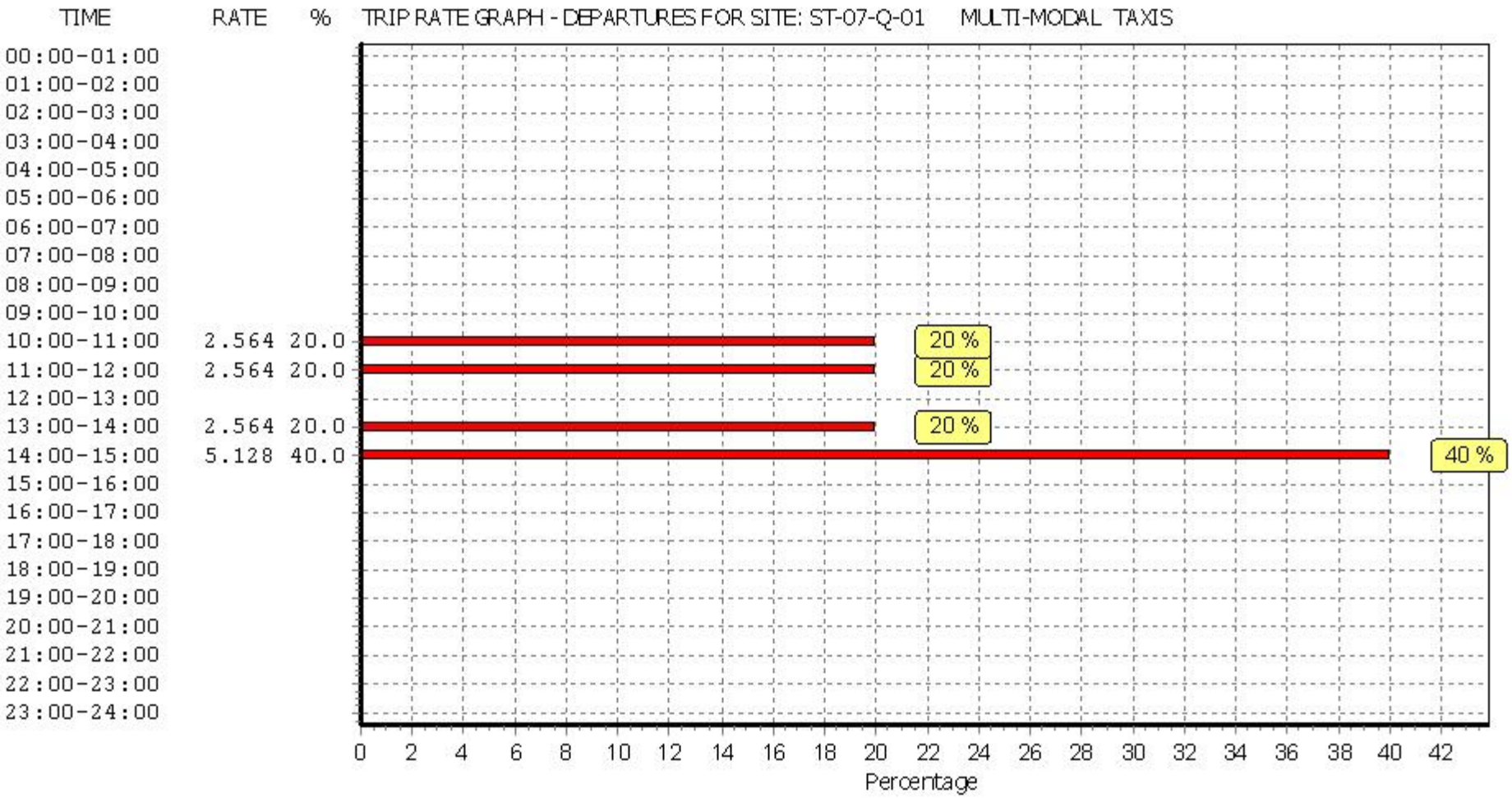
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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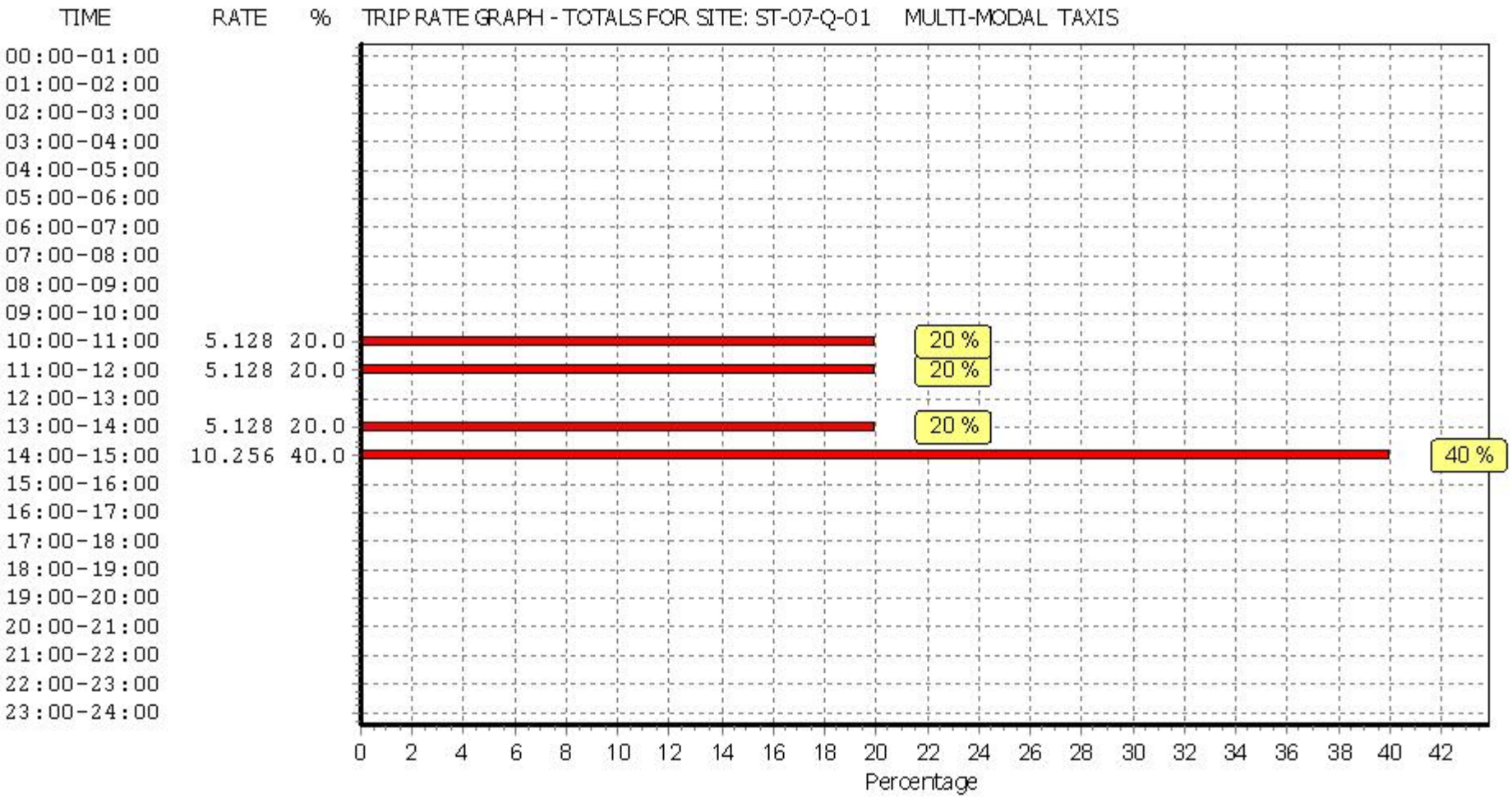

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

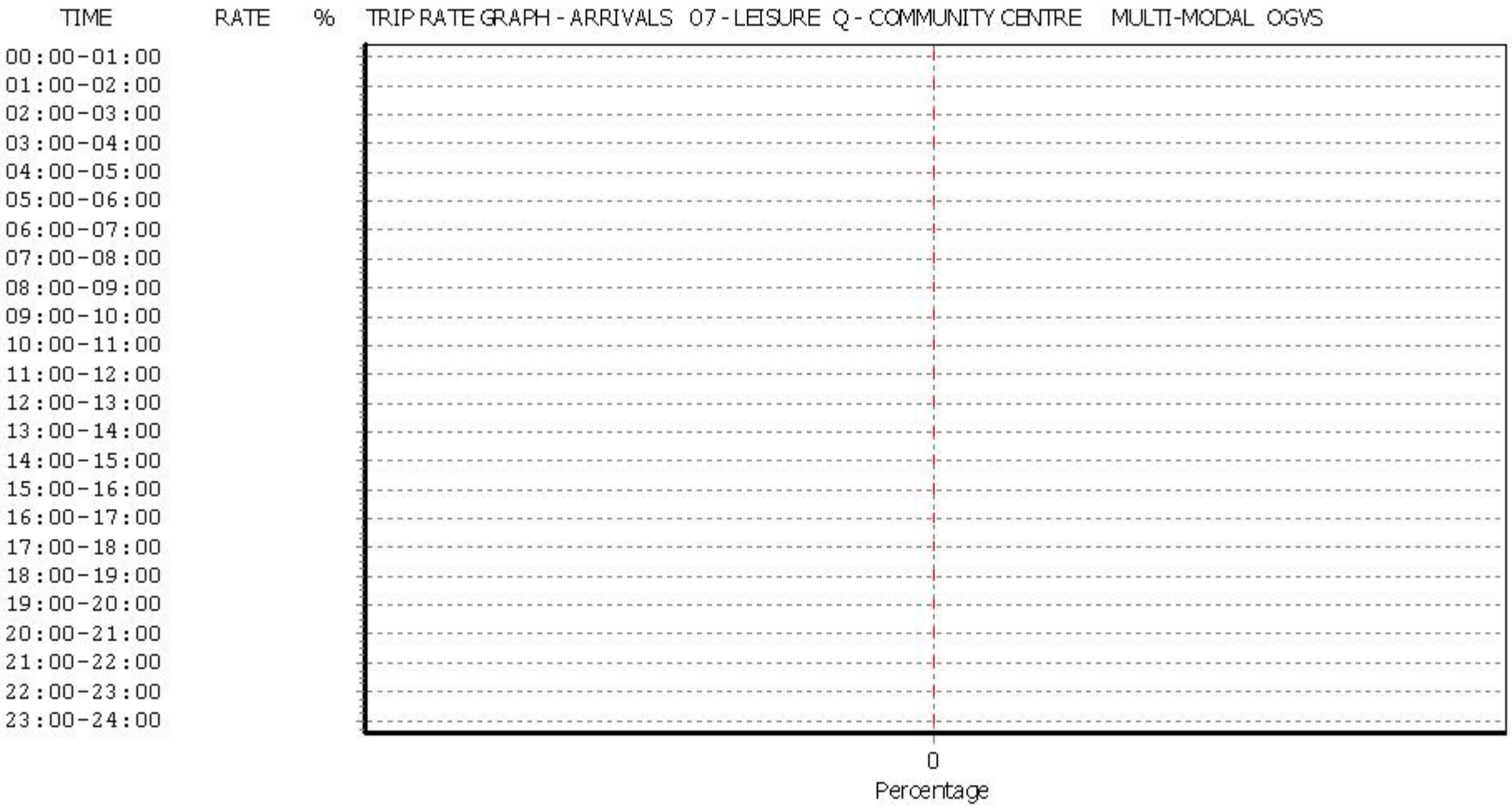
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

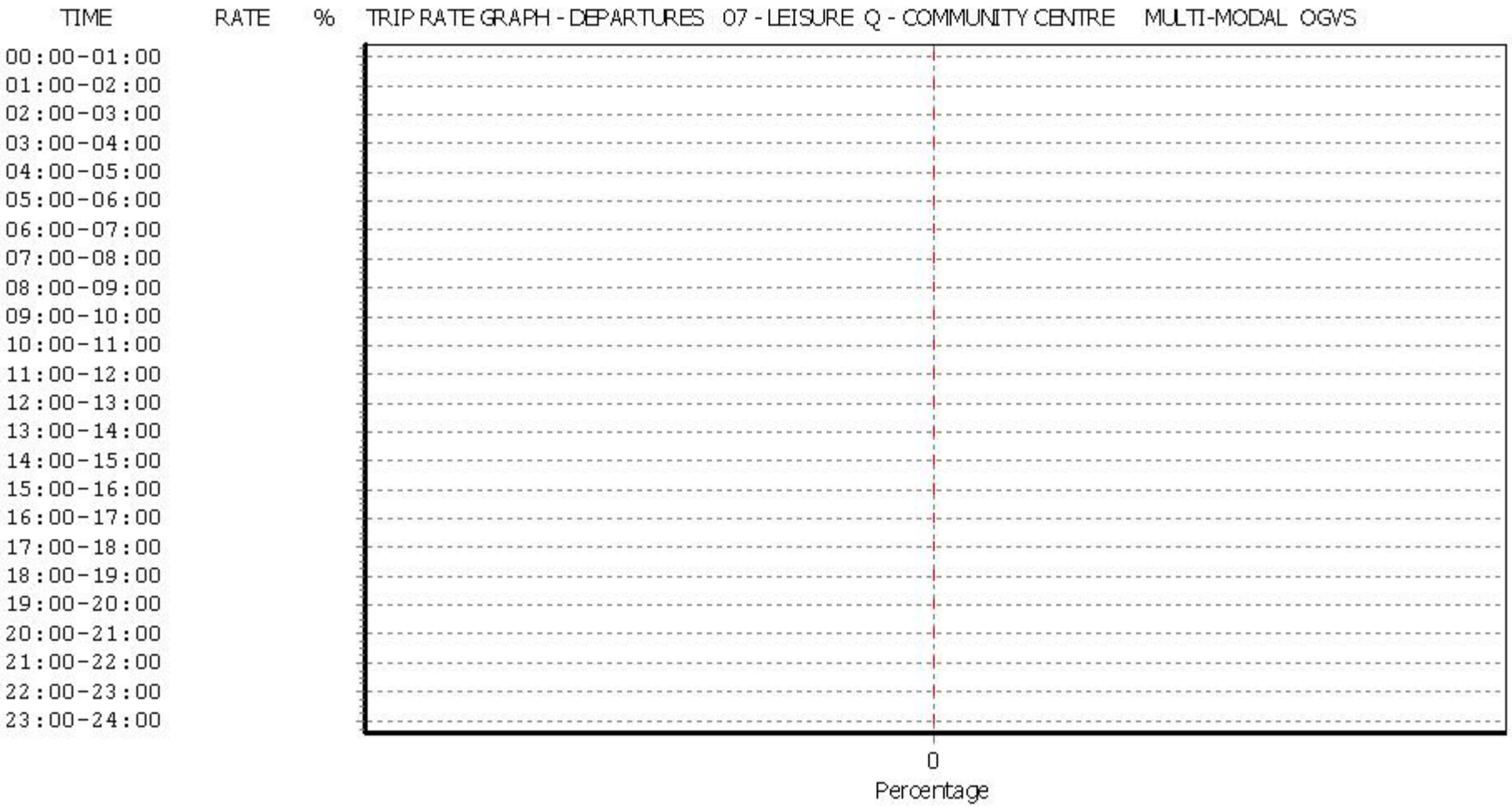
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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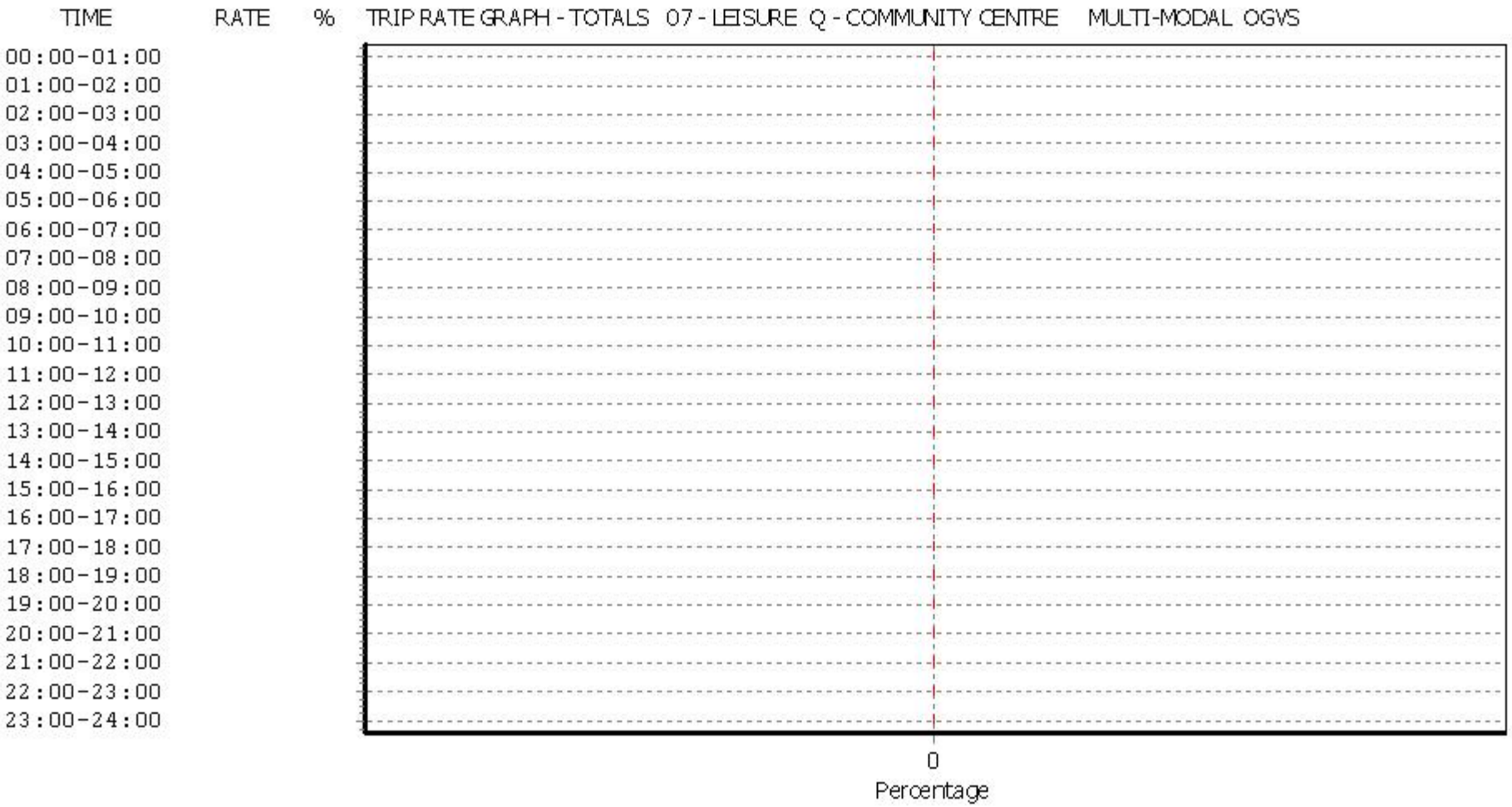

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	2.564	2	0.20	0.000	2	0.20	2.564
12:00 - 13:00	2	0.20	0.000	2	0.20	2.564	2	0.20	2.564
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	5.128	2	0.20	5.128	2	0.20	10.256
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.692			7.692			15.384

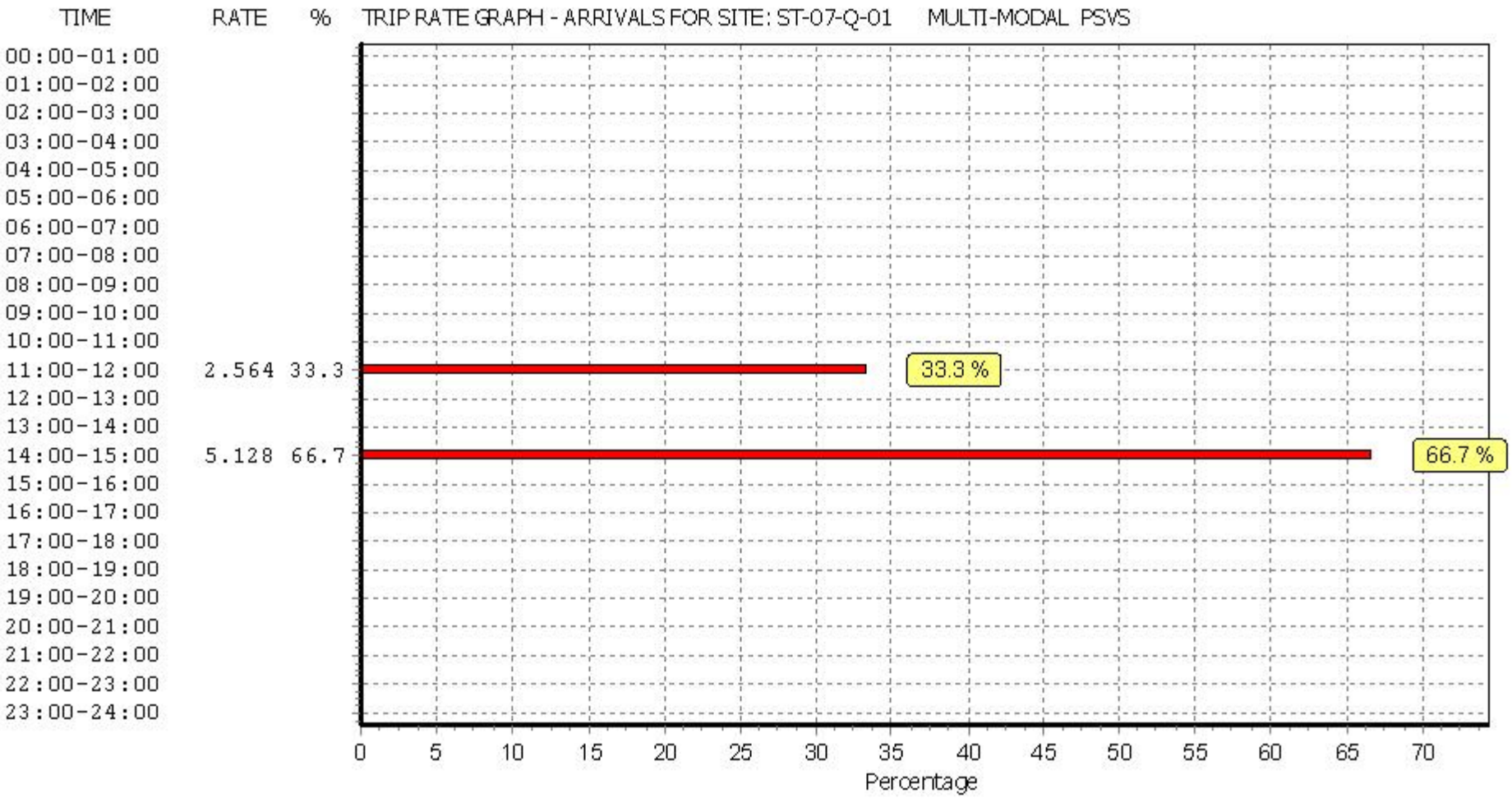
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

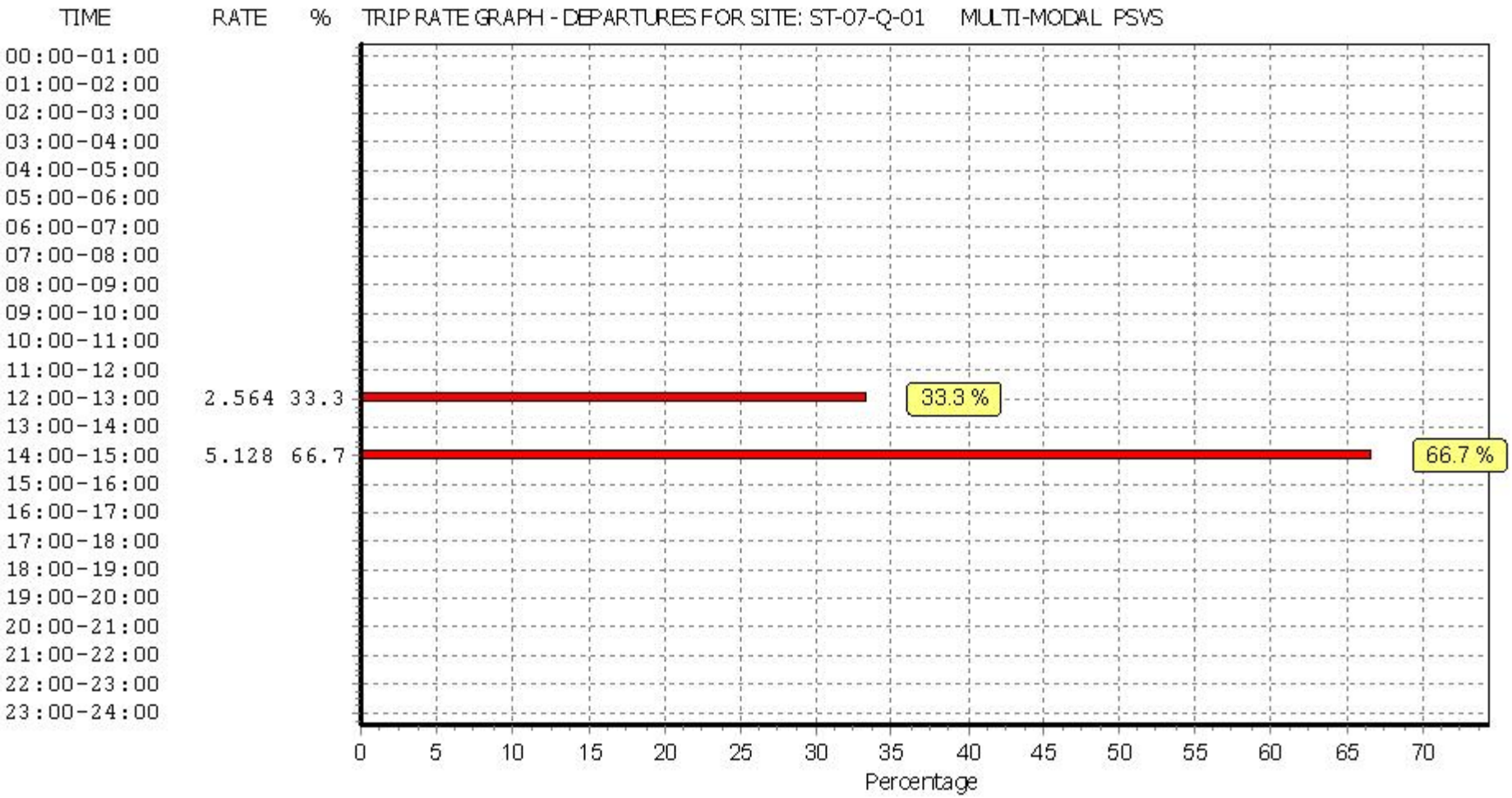
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

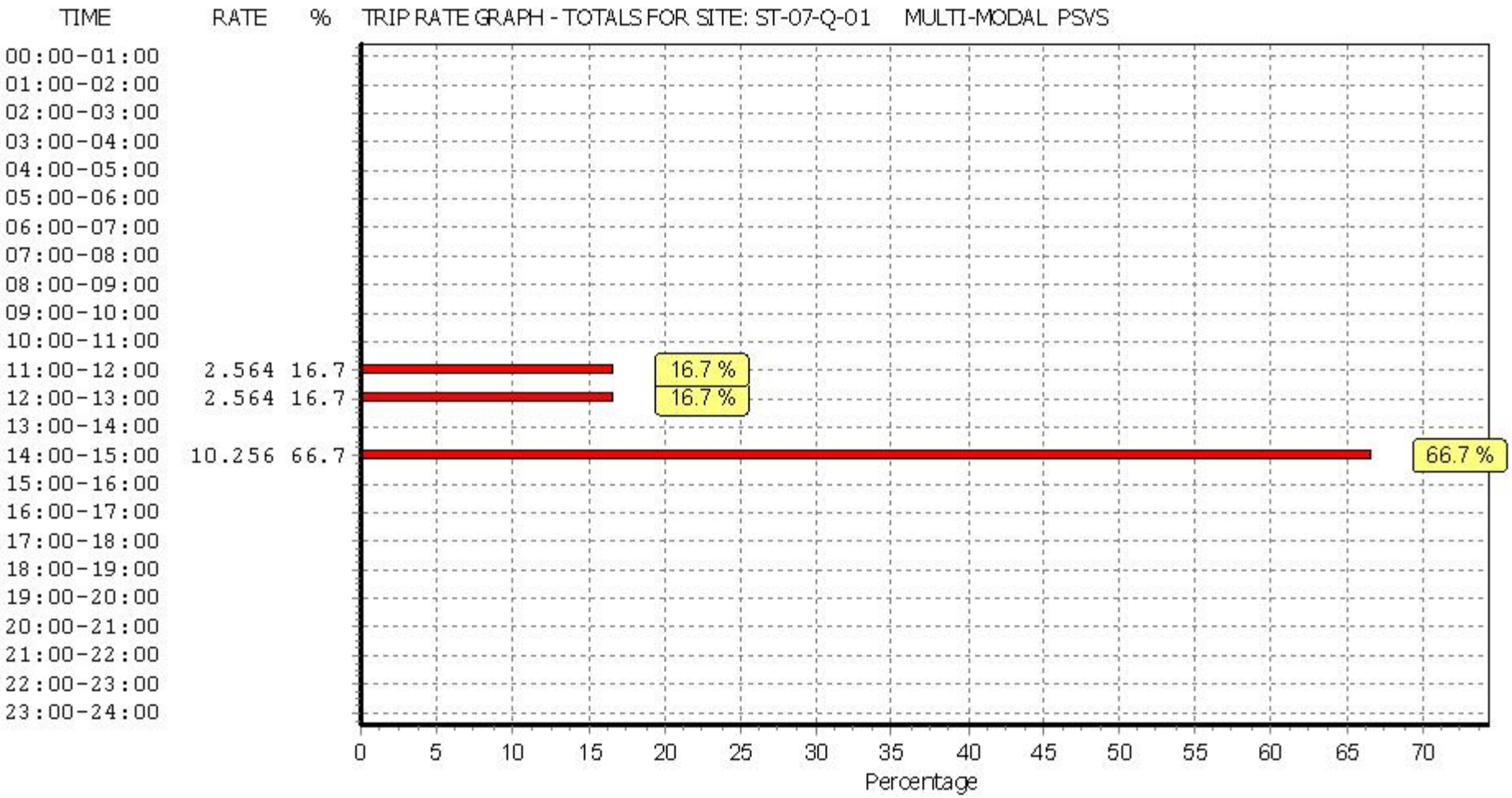
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	2.564	2	0.20	0.000	2	0.20	2.564
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	2.564	2	0.20	2.564
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.564			2.564			5.128

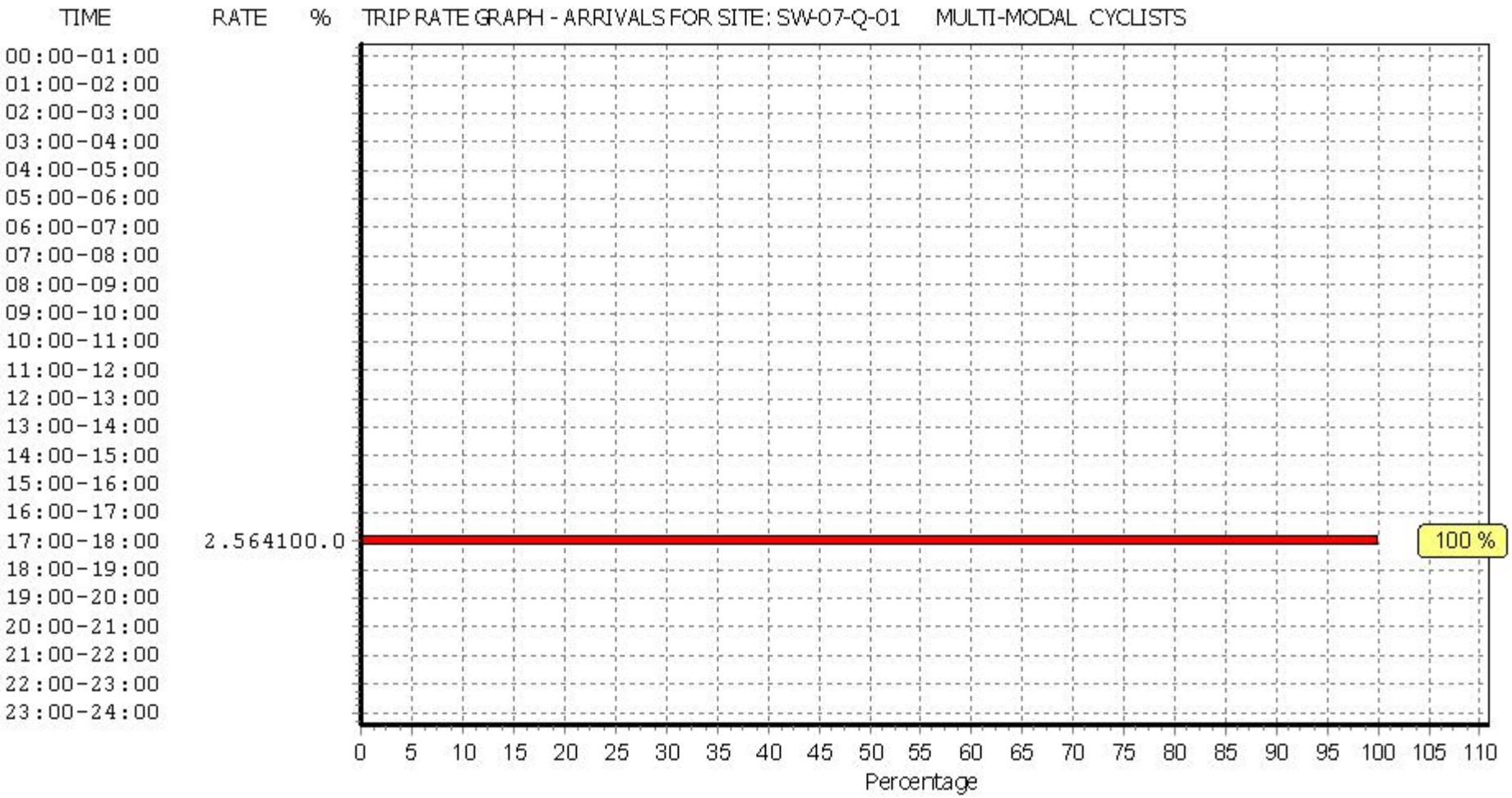
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

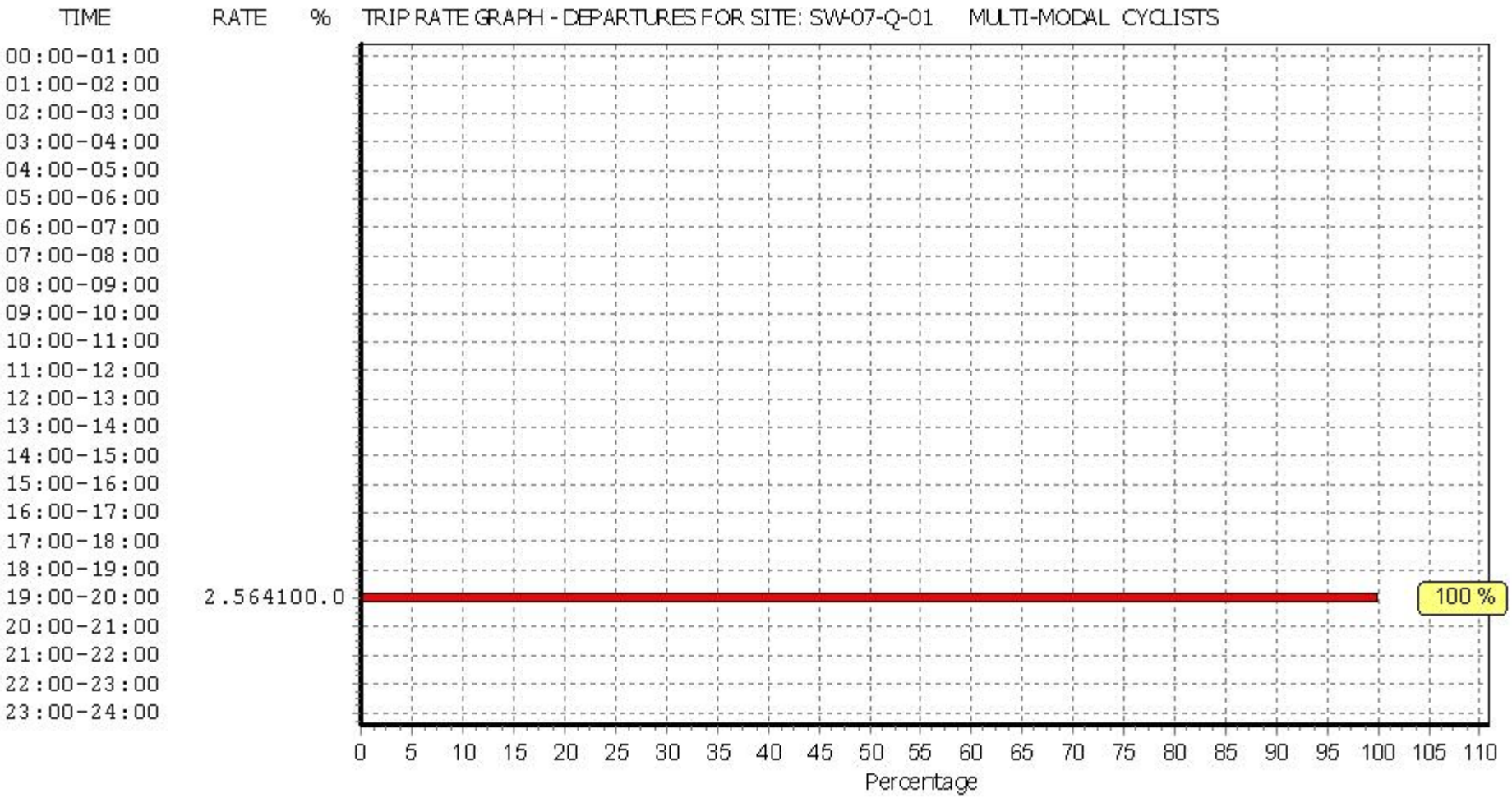
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

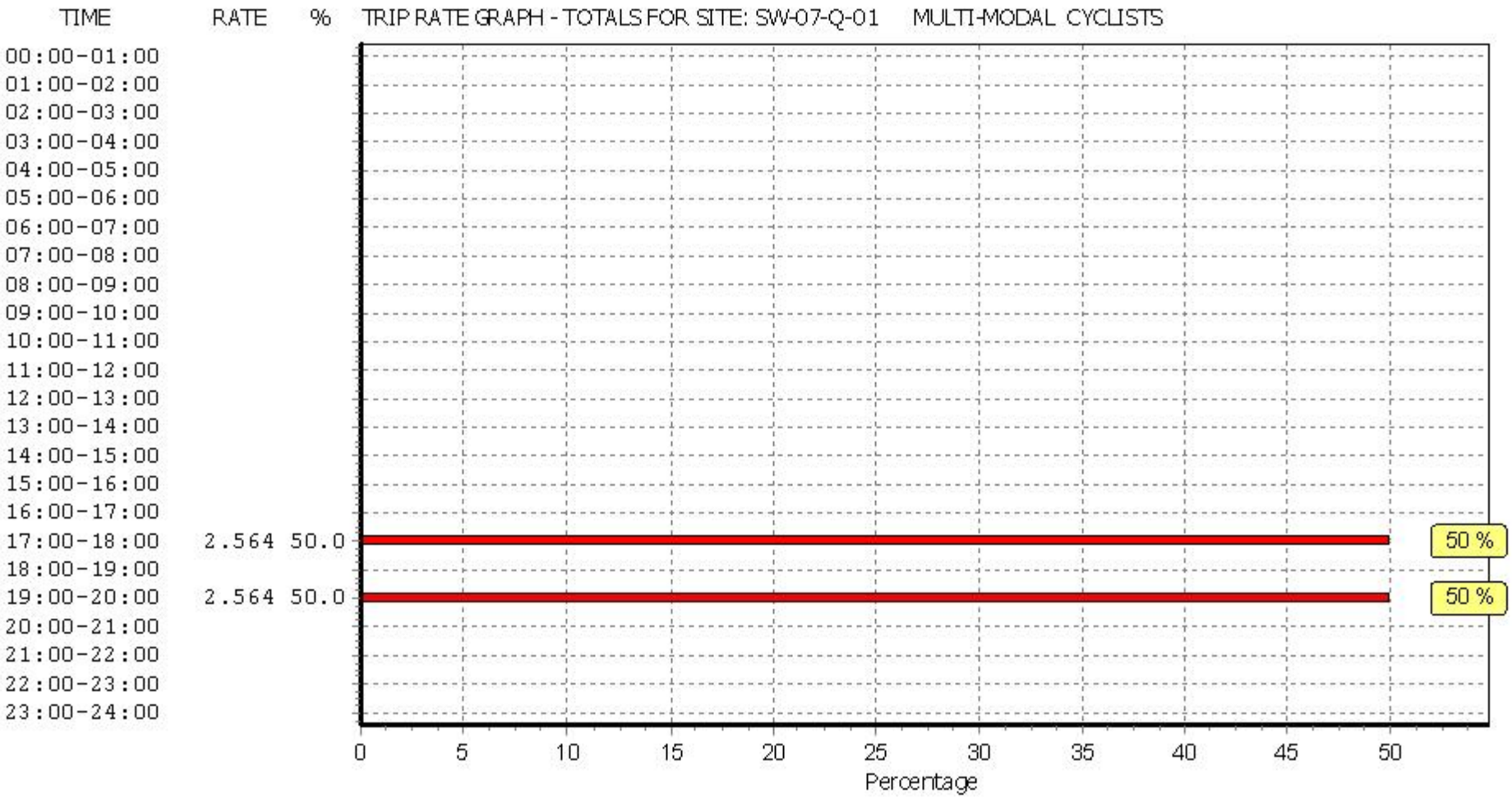
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	1	0.20	75.000	1	0.20	5.000	1	0.20	80.000
09:00 - 10:00	1	0.20	65.000	1	0.20	25.000	1	0.20	90.000
10:00 - 11:00	1	0.20	95.000	1	0.20	115.000	1	0.20	210.000
11:00 - 12:00	1	0.20	85.000	1	0.20	90.000	1	0.20	175.000
12:00 - 13:00	1	0.20	75.000	1	0.20	70.000	1	0.20	145.000
13:00 - 14:00	1	0.20	60.000	1	0.20	80.000	1	0.20	140.000
14:00 - 15:00	1	0.20	40.000	1	0.20	115.000	1	0.20	155.000
15:00 - 16:00	1	0.20	40.000	1	0.20	45.000	1	0.20	85.000
16:00 - 17:00	1	0.20	50.000	1	0.20	35.000	1	0.20	85.000
17:00 - 18:00	1	0.20	20.000	1	0.20	45.000	1	0.20	65.000
18:00 - 19:00	1	0.20	35.000	1	0.20	20.000	1	0.20	55.000
19:00 - 20:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
20:00 - 21:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			640.000			645.000			1285.000

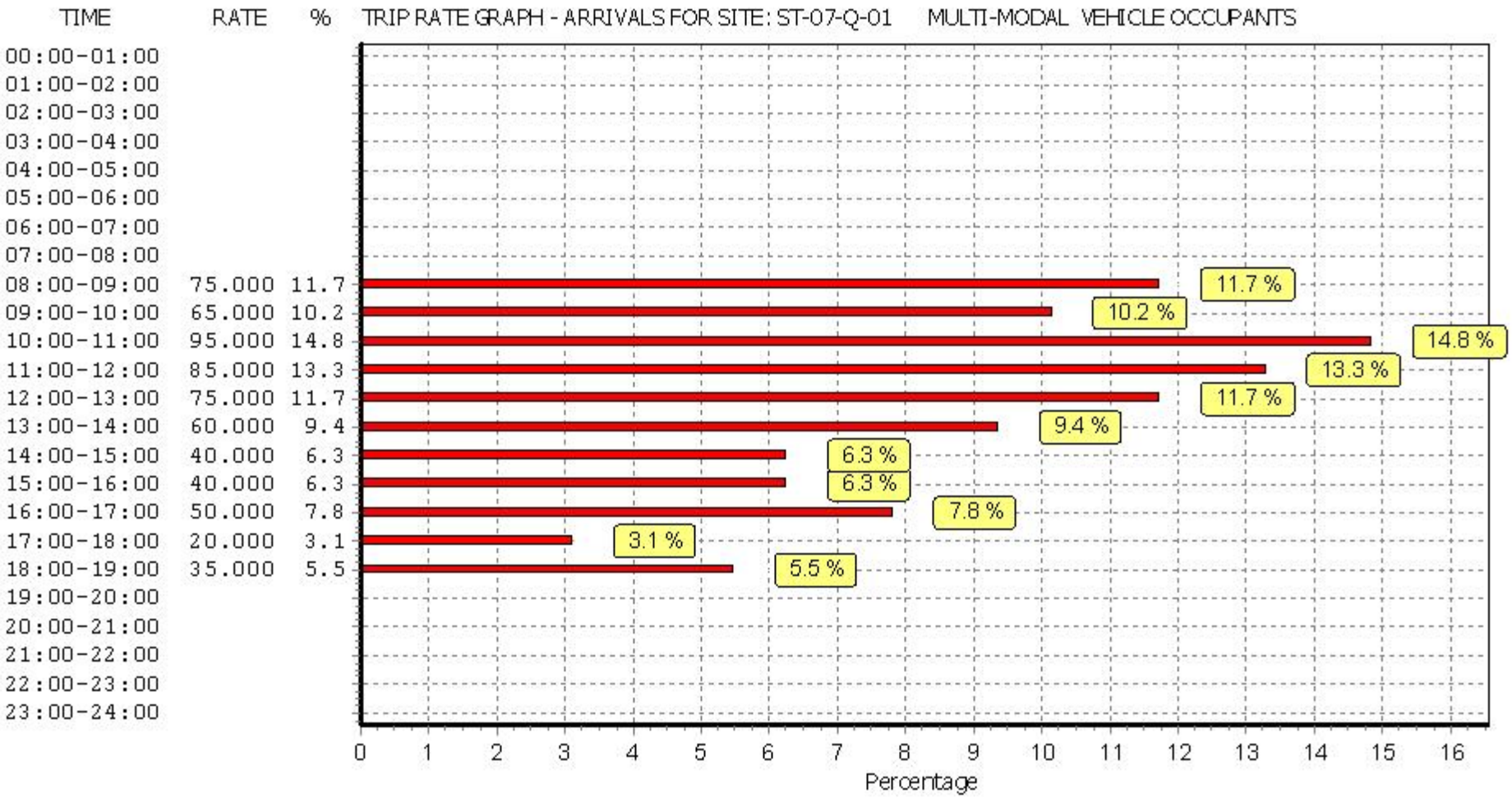
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

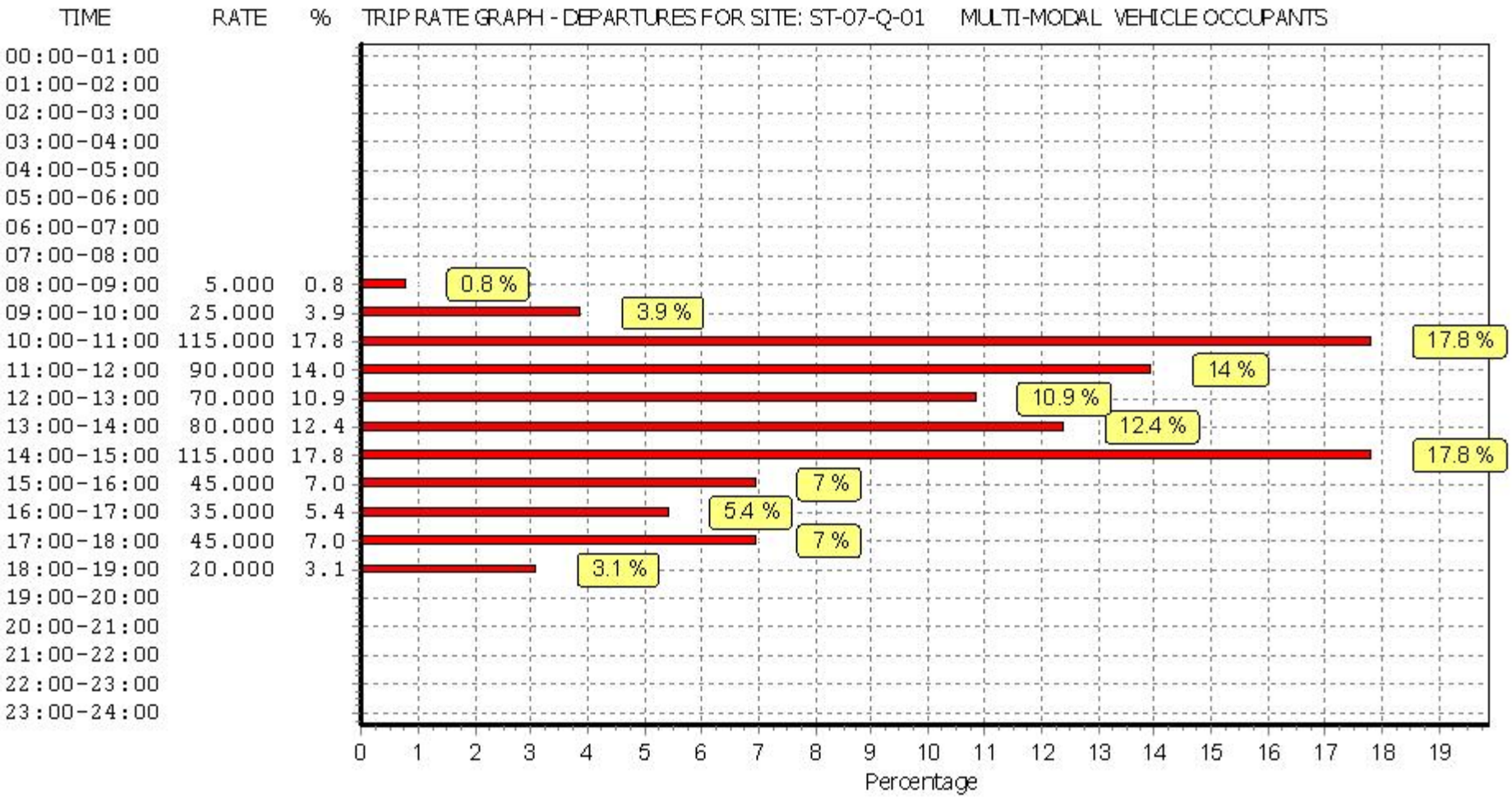
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

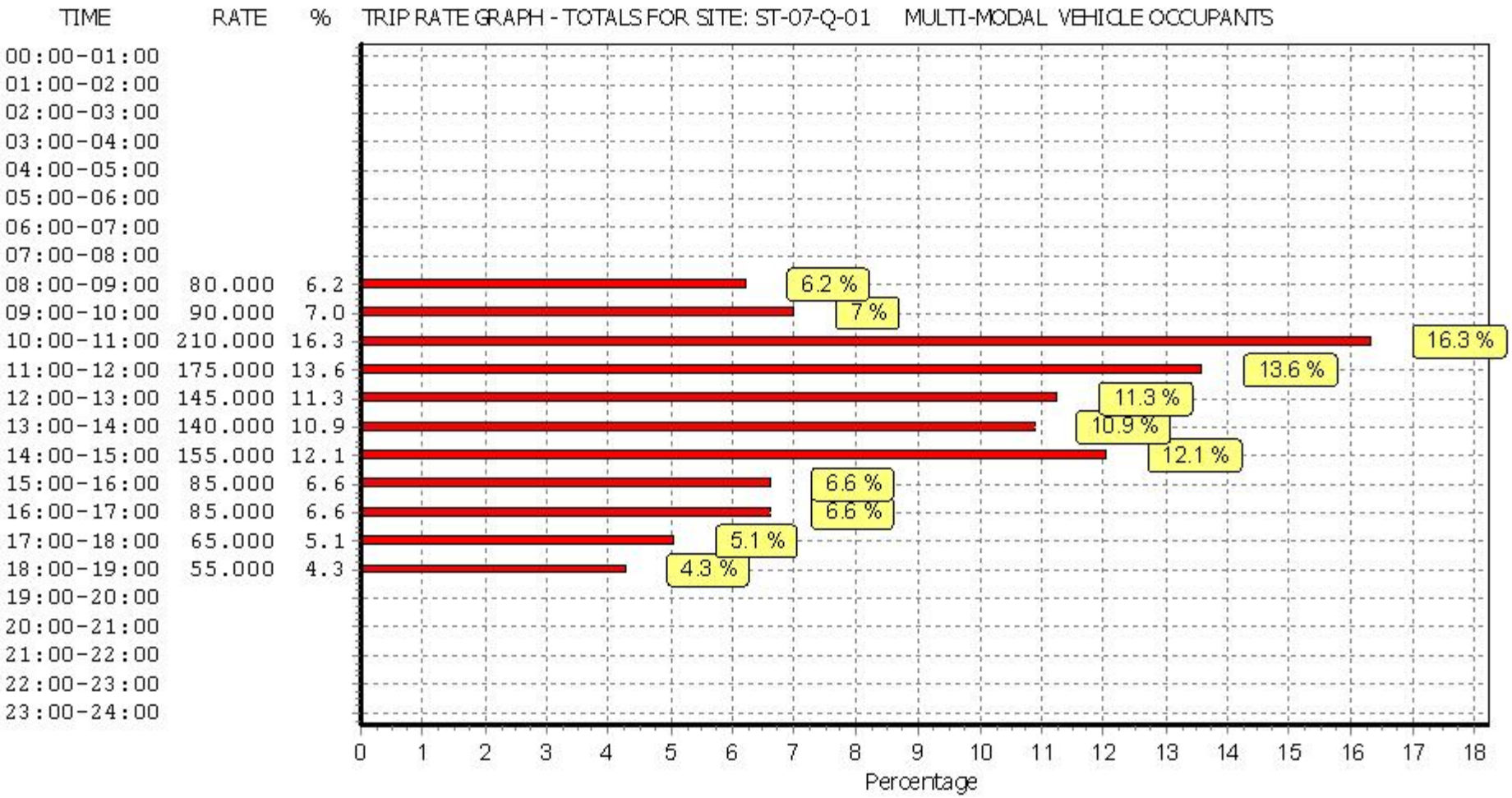
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	10.526	1	0.19	0.000	1	0.19	10.526
08:00 - 09:00	2	0.20	56.410	2	0.20	10.256	2	0.20	66.666
09:00 - 10:00	2	0.20	92.308	2	0.20	28.205	2	0.20	120.513
10:00 - 11:00	2	0.20	130.769	2	0.20	123.077	2	0.20	253.846
11:00 - 12:00	2	0.20	107.692	2	0.20	76.923	2	0.20	184.615
12:00 - 13:00	2	0.20	153.846	2	0.20	161.538	2	0.20	315.384
13:00 - 14:00	2	0.20	123.077	2	0.20	138.462	2	0.20	261.539
14:00 - 15:00	2	0.20	33.333	2	0.20	69.231	2	0.20	102.564
15:00 - 16:00	2	0.20	33.333	2	0.20	46.154	2	0.20	79.487
16:00 - 17:00	2	0.20	89.744	2	0.20	97.436	2	0.20	187.180
17:00 - 18:00	2	0.20	46.154	2	0.20	33.333	2	0.20	79.487
18:00 - 19:00	2	0.20	23.077	2	0.20	33.333	2	0.20	56.410
19:00 - 20:00	2	0.20	0.000	2	0.20	35.897	2	0.20	35.897
20:00 - 21:00	2	0.20	0.000	2	0.20	10.256	2	0.20	10.256
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			900.269			864.101			1764.370

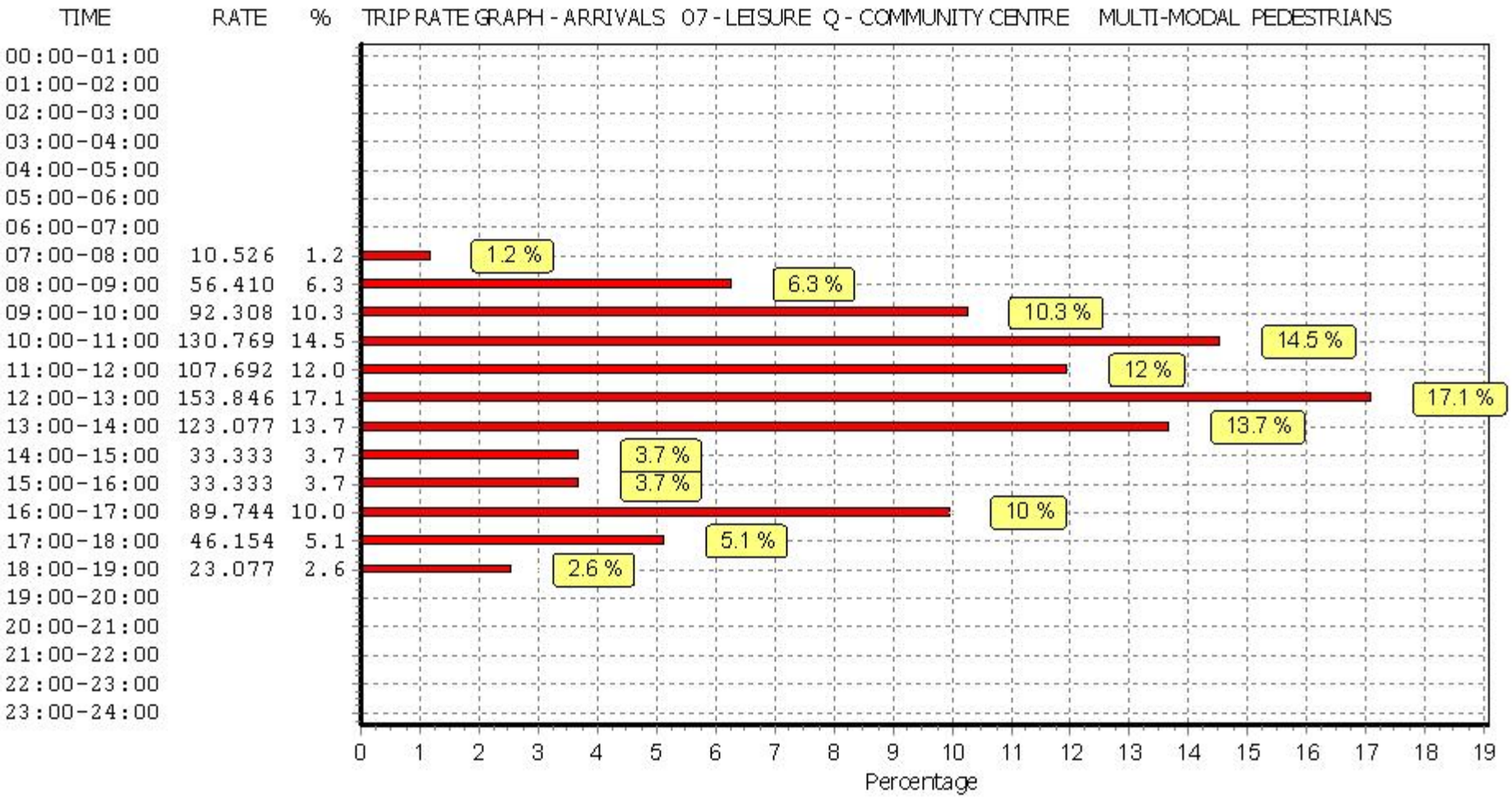
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

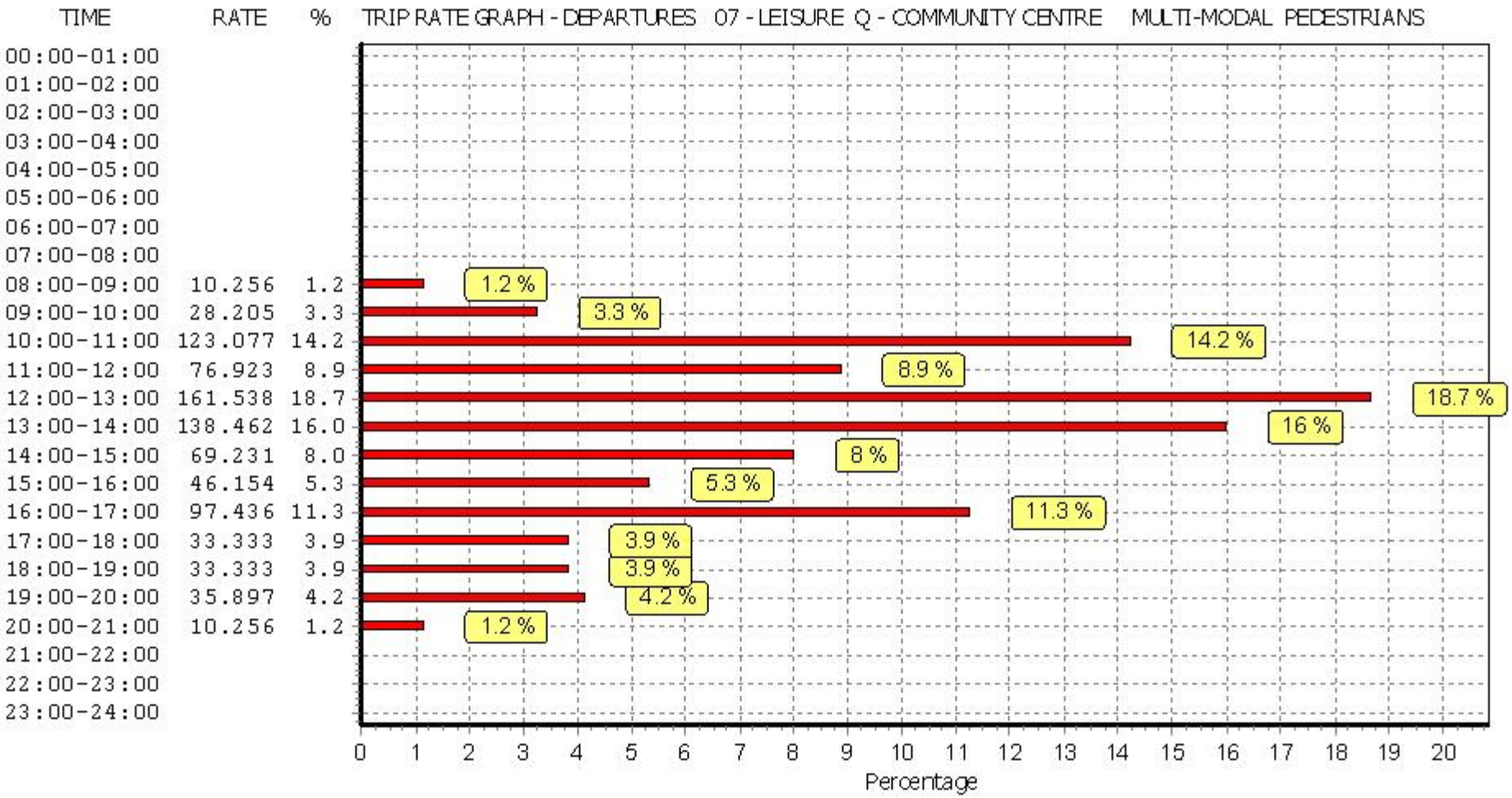
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

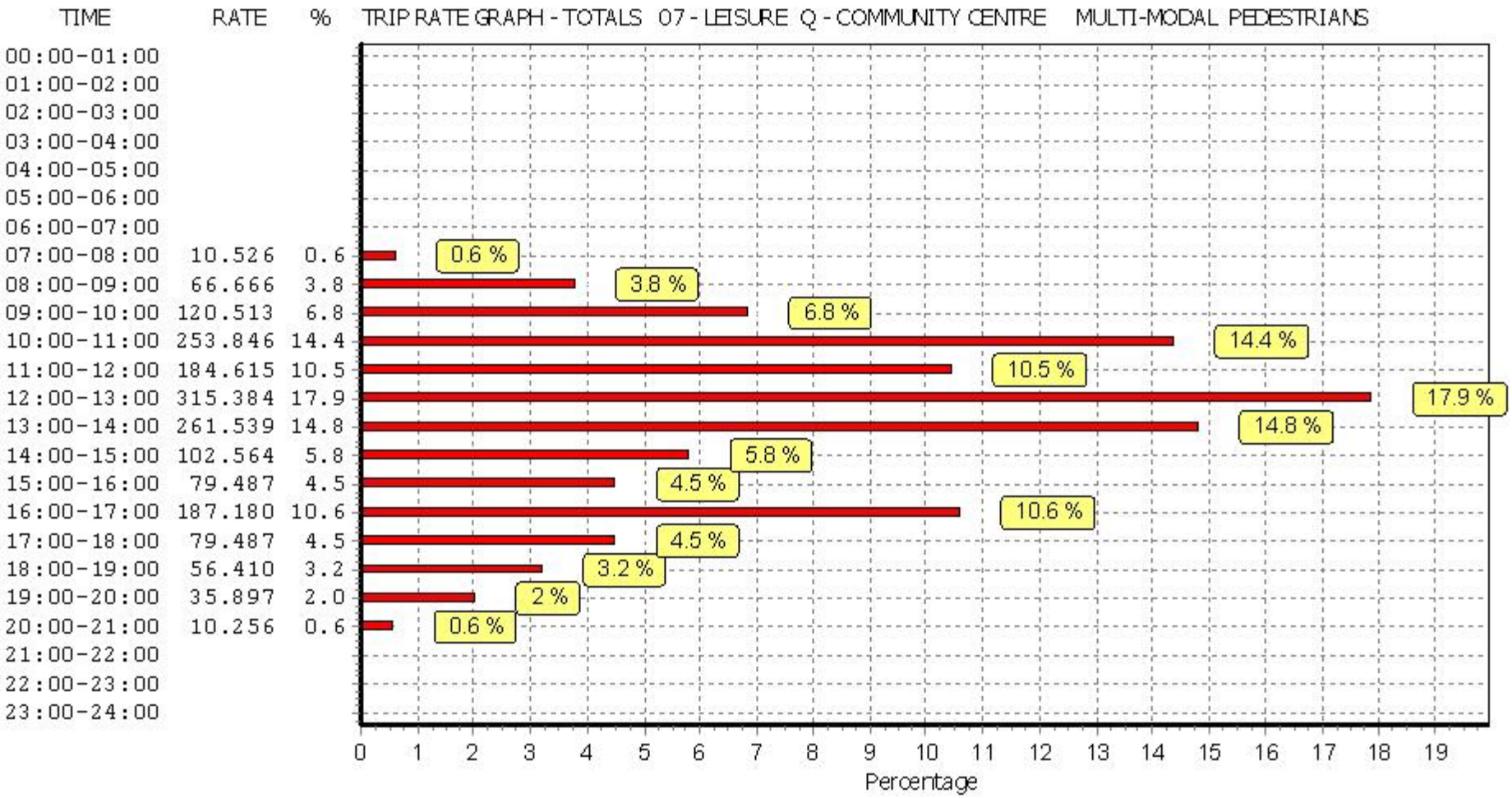
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

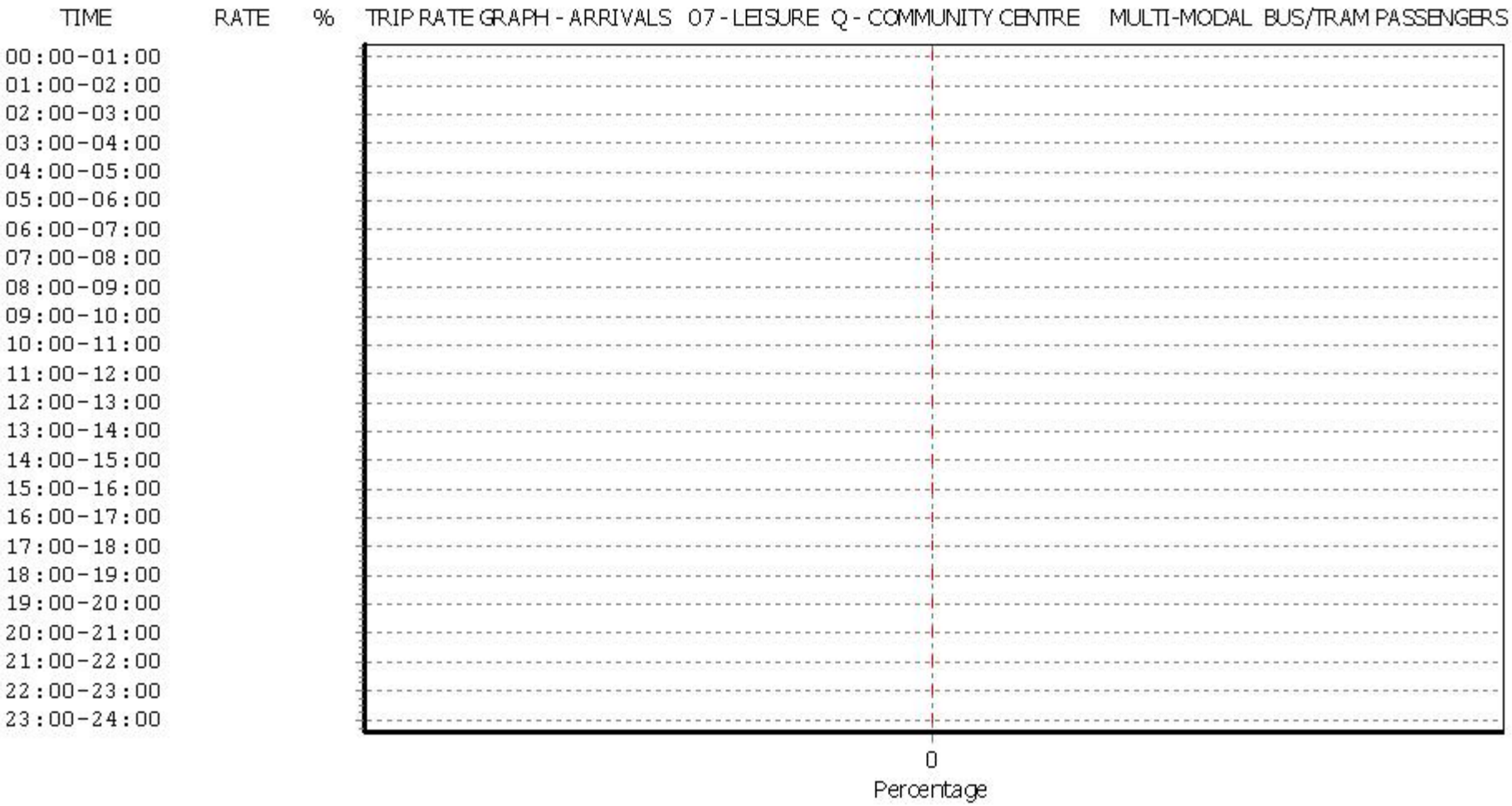
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

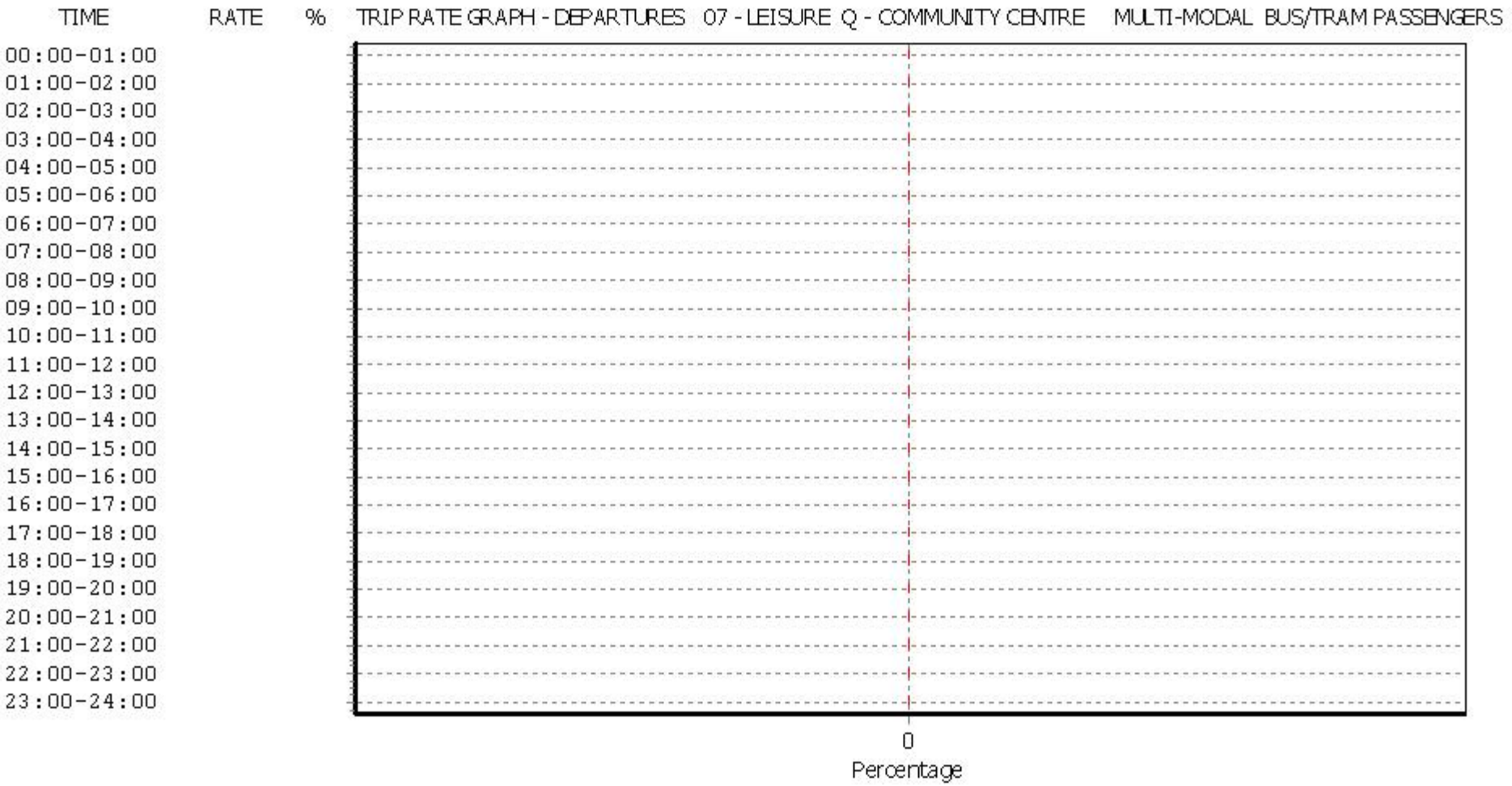
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

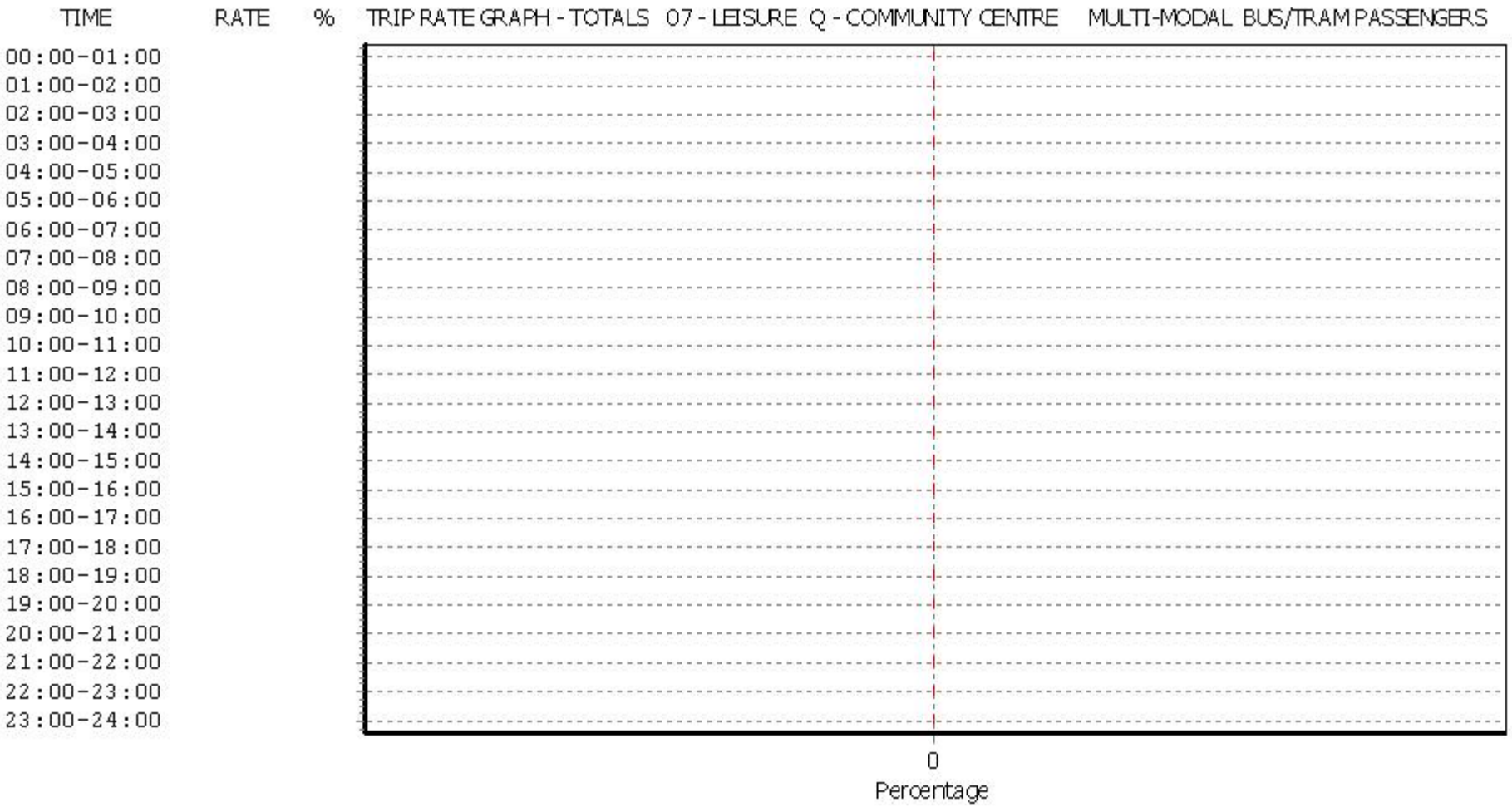
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

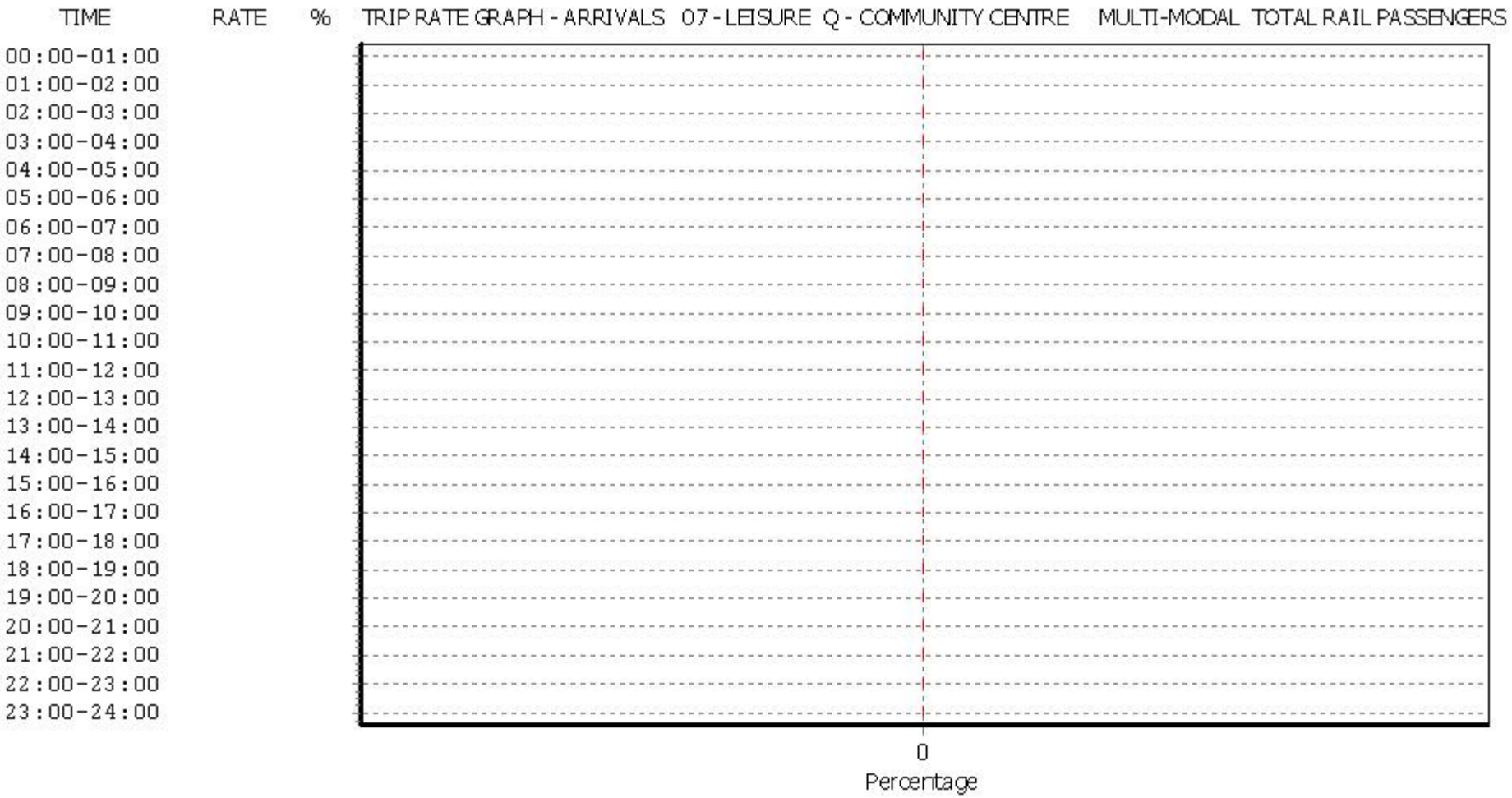
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

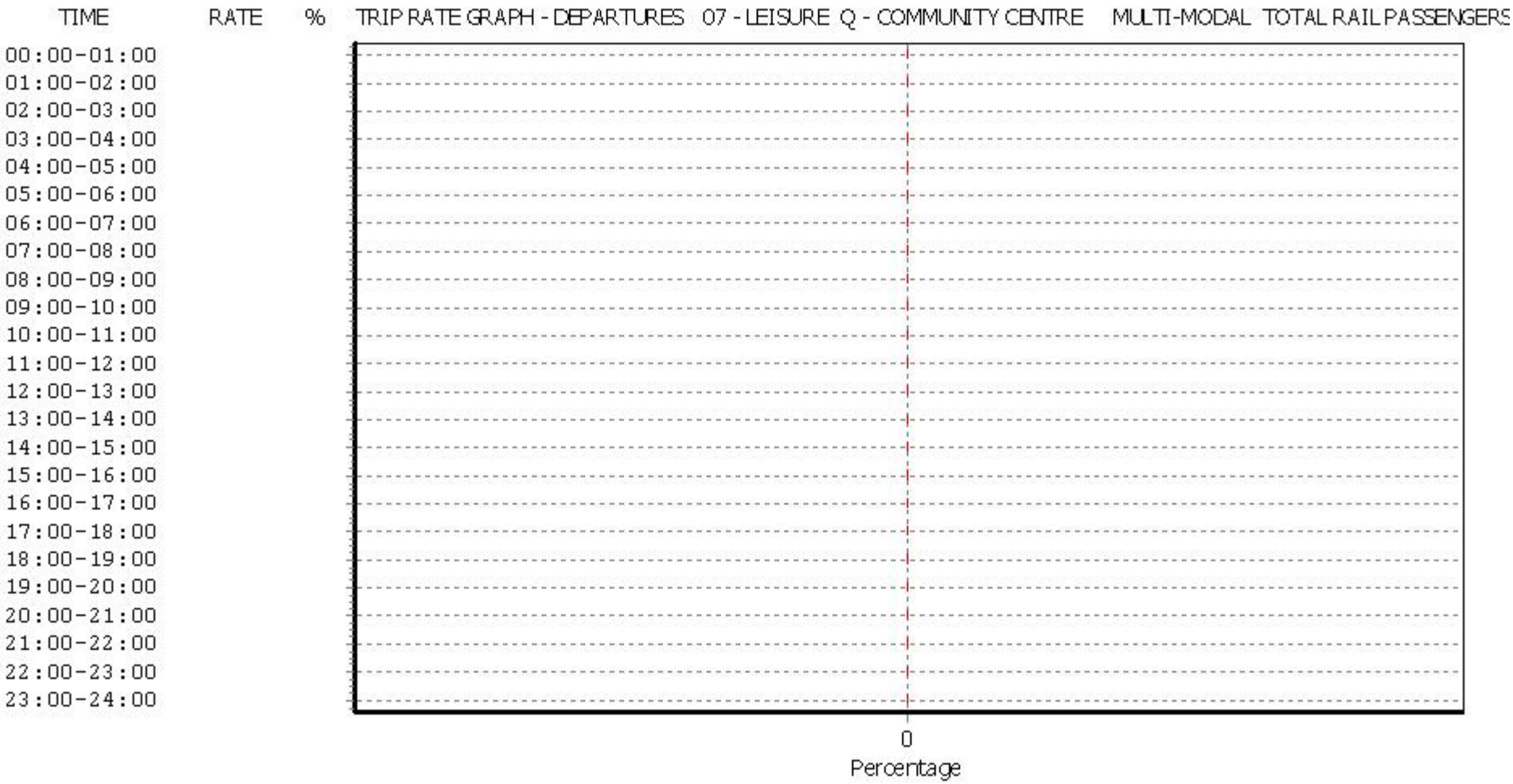
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

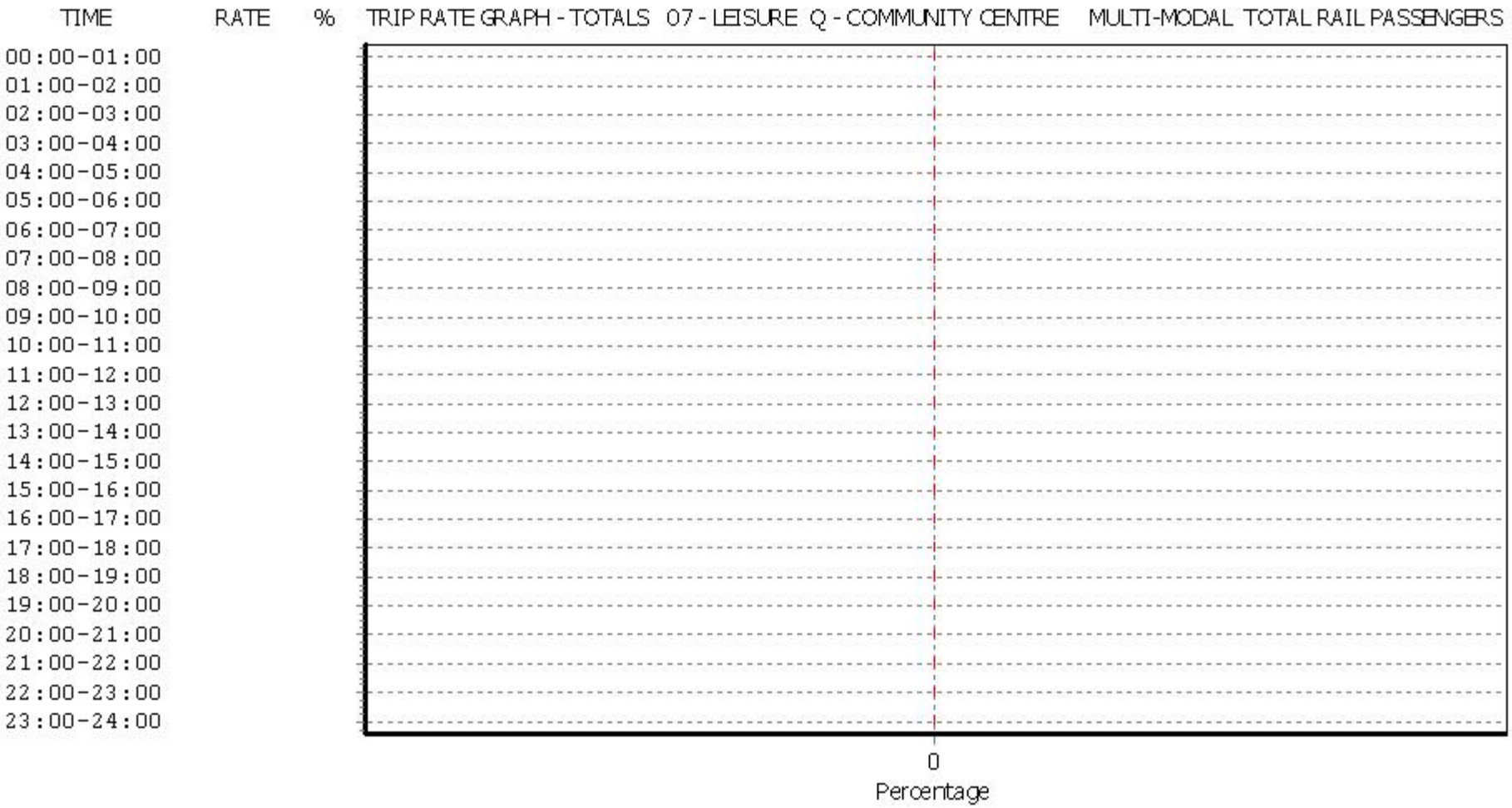
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

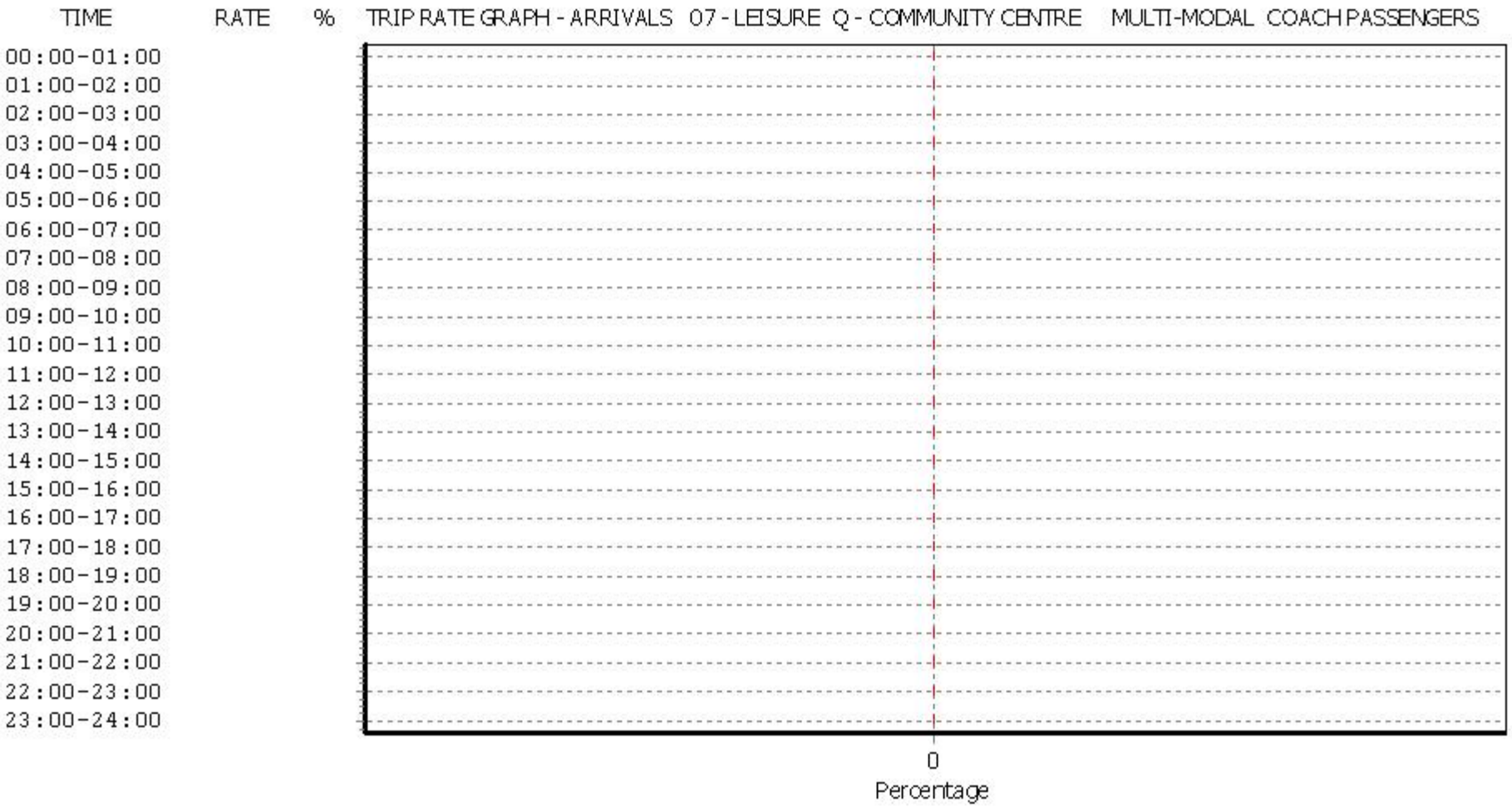
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

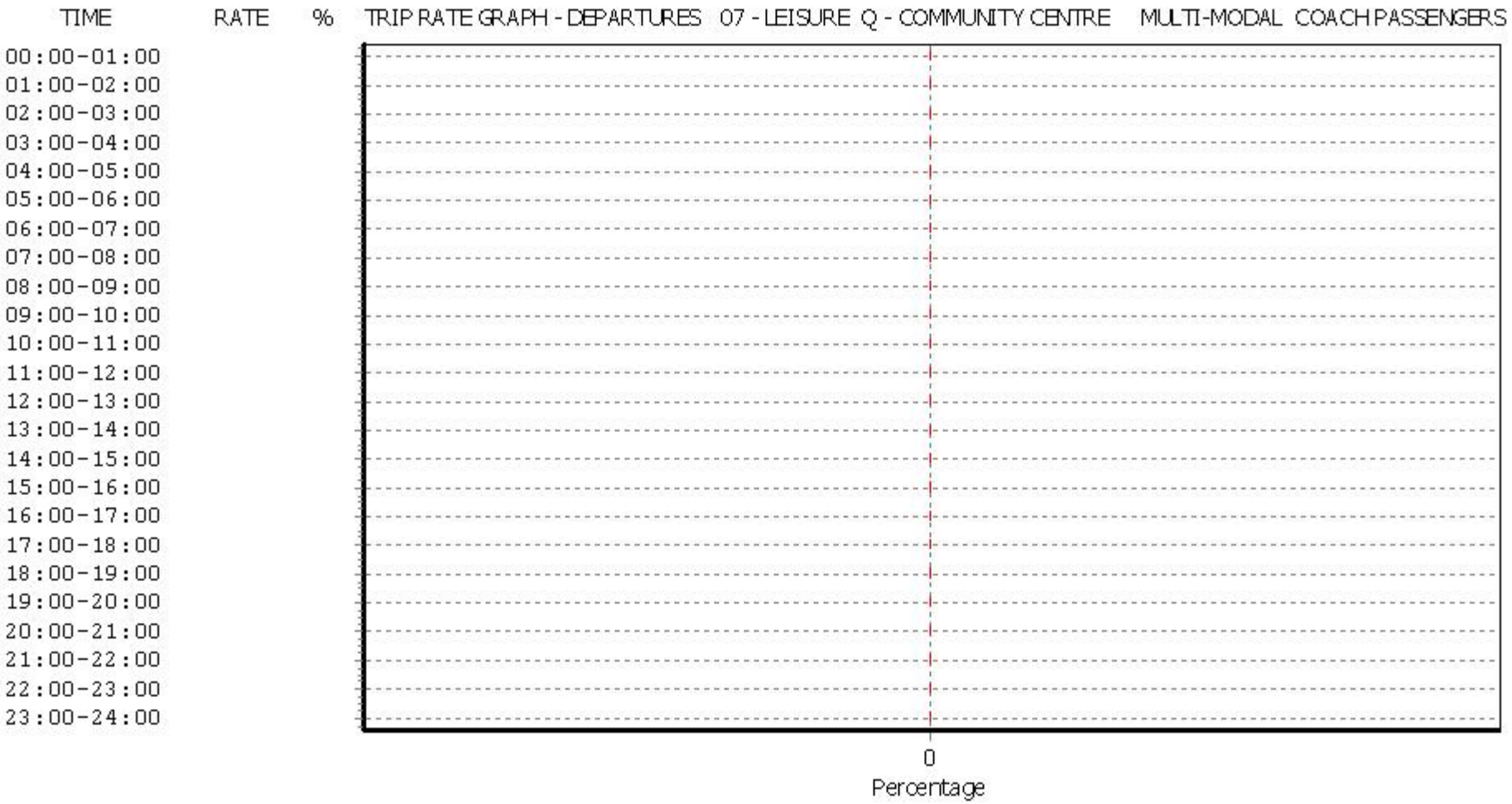
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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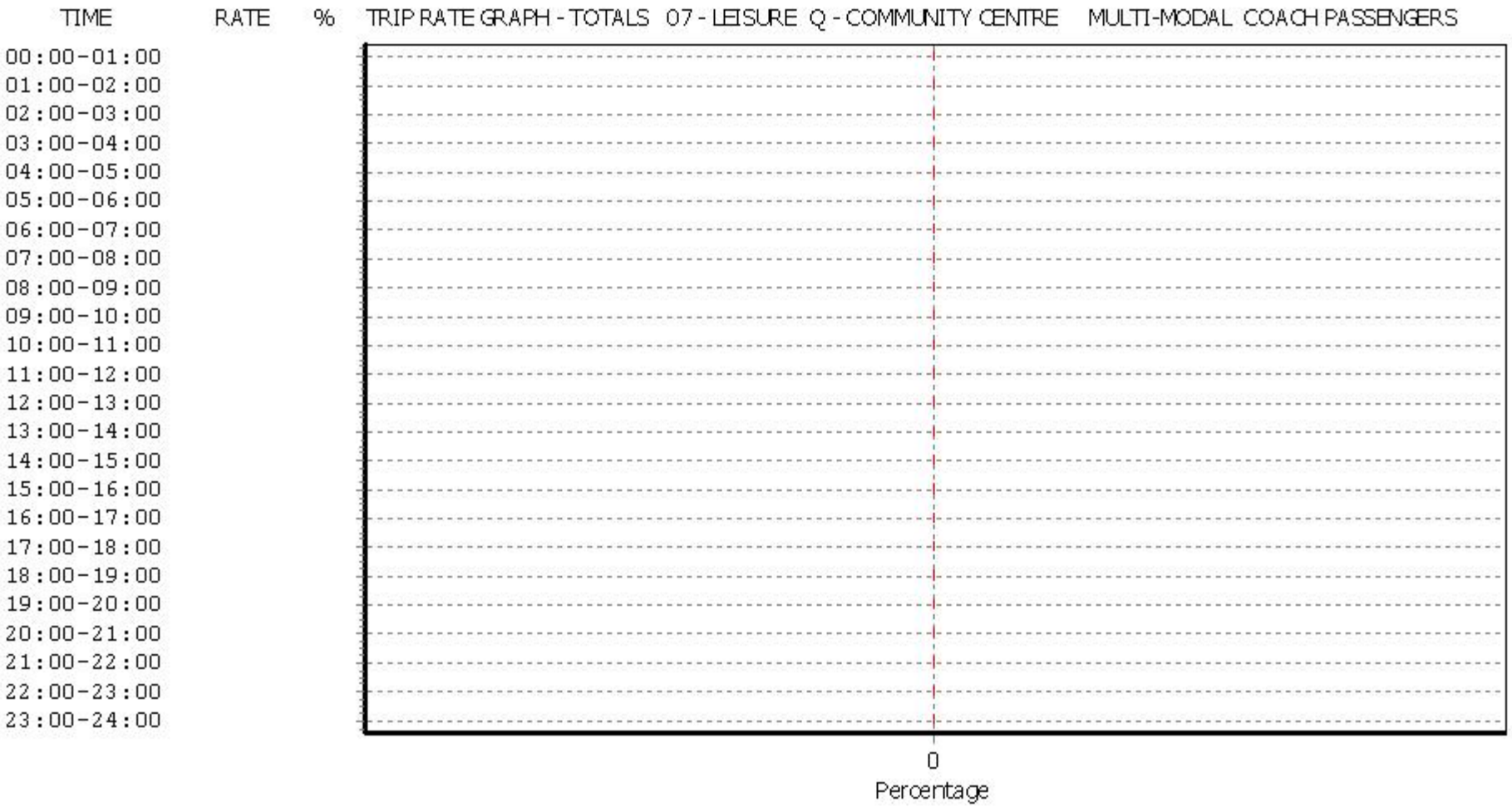

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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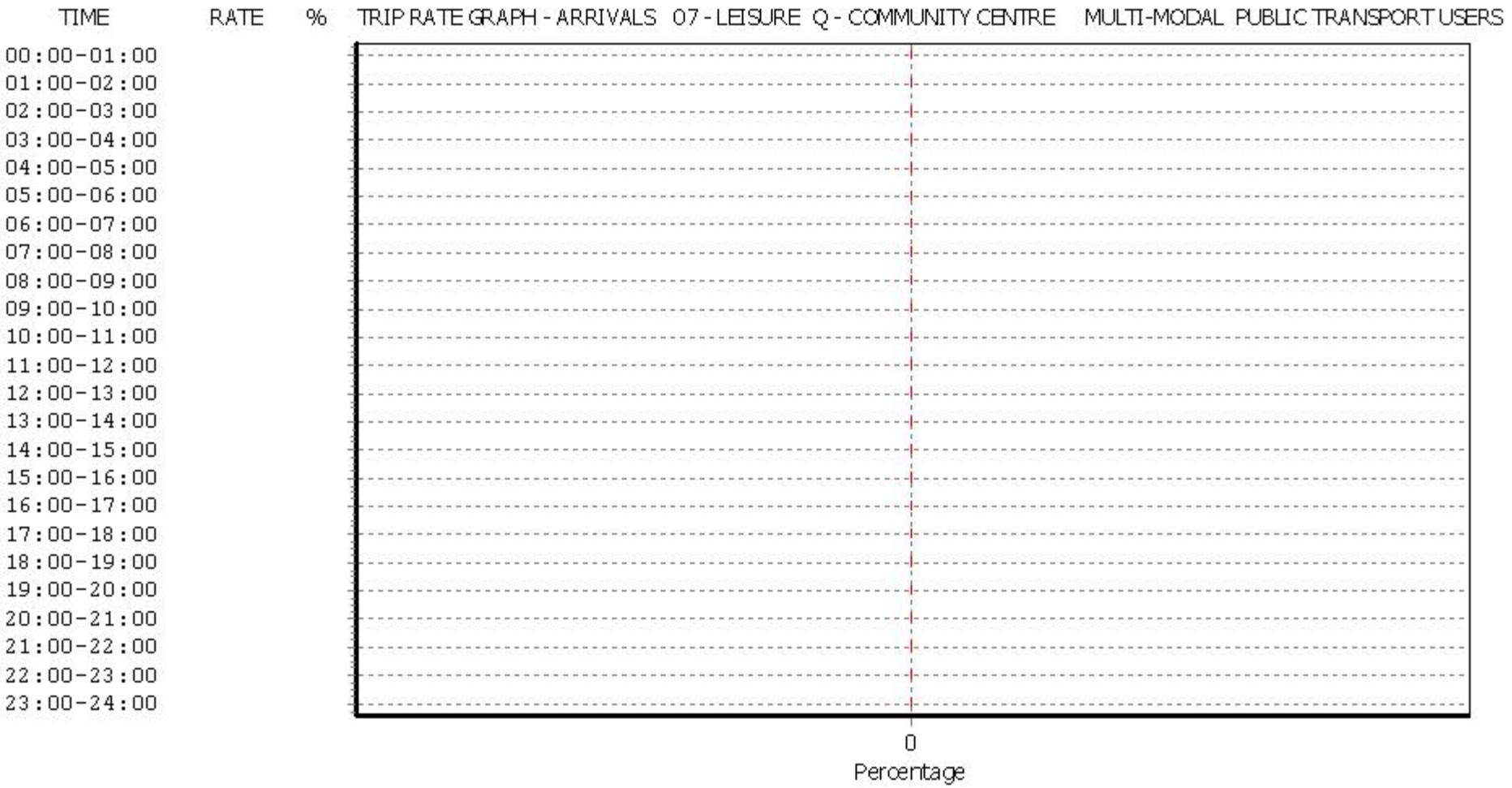
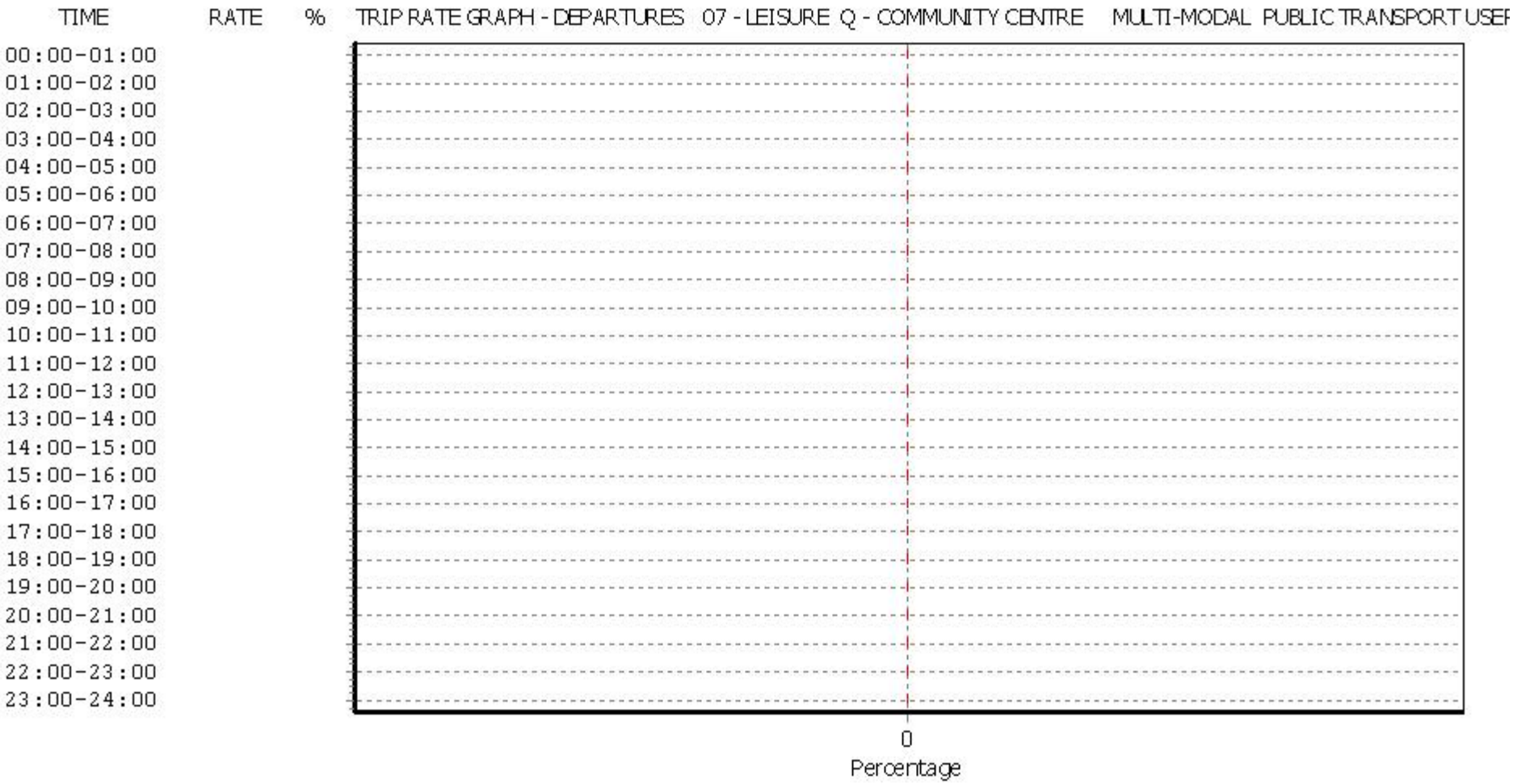
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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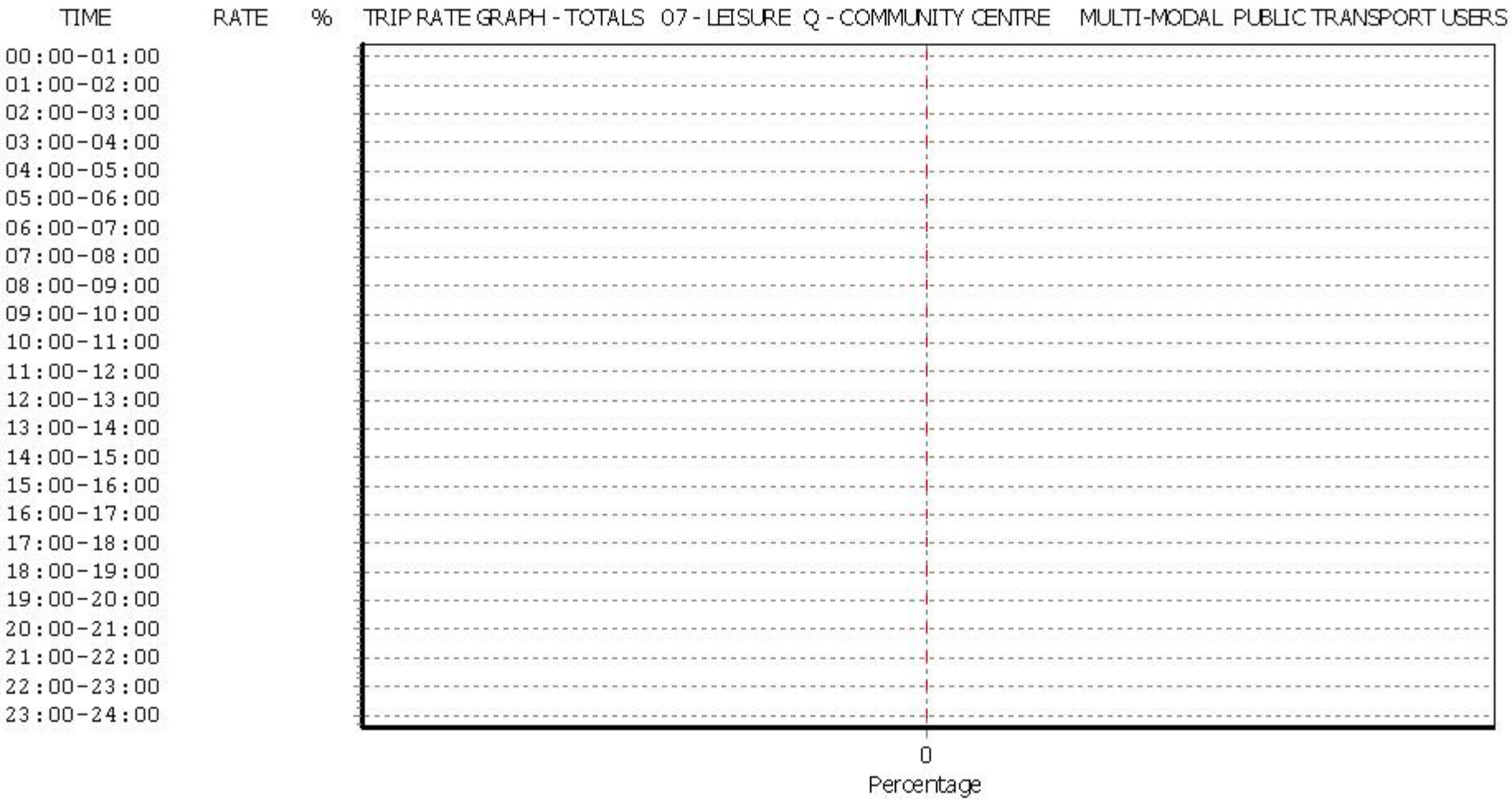


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	10.526	1	0.19	0.000	1	0.19	10.526
08:00 - 09:00	2	0.20	94.872	2	0.20	12.821	2	0.20	107.693
09:00 - 10:00	2	0.20	125.641	2	0.20	41.026	2	0.20	166.667
10:00 - 11:00	2	0.20	179.487	2	0.20	182.051	2	0.20	361.538
11:00 - 12:00	2	0.20	151.282	2	0.20	123.077	2	0.20	274.359
12:00 - 13:00	2	0.20	192.308	2	0.20	197.436	2	0.20	389.744
13:00 - 14:00	2	0.20	153.846	2	0.20	179.487	2	0.20	333.333
14:00 - 15:00	2	0.20	53.846	2	0.20	128.205	2	0.20	182.051
15:00 - 16:00	2	0.20	53.846	2	0.20	69.231	2	0.20	123.077
16:00 - 17:00	2	0.20	115.385	2	0.20	115.385	2	0.20	230.770
17:00 - 18:00	2	0.20	58.974	2	0.20	56.410	2	0.20	115.384
18:00 - 19:00	2	0.20	41.026	2	0.20	43.590	2	0.20	84.616
19:00 - 20:00	2	0.20	0.000	2	0.20	38.462	2	0.20	38.462
20:00 - 21:00	2	0.20	0.000	2	0.20	10.256	2	0.20	10.256
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1231.039			1197.437			2428.476

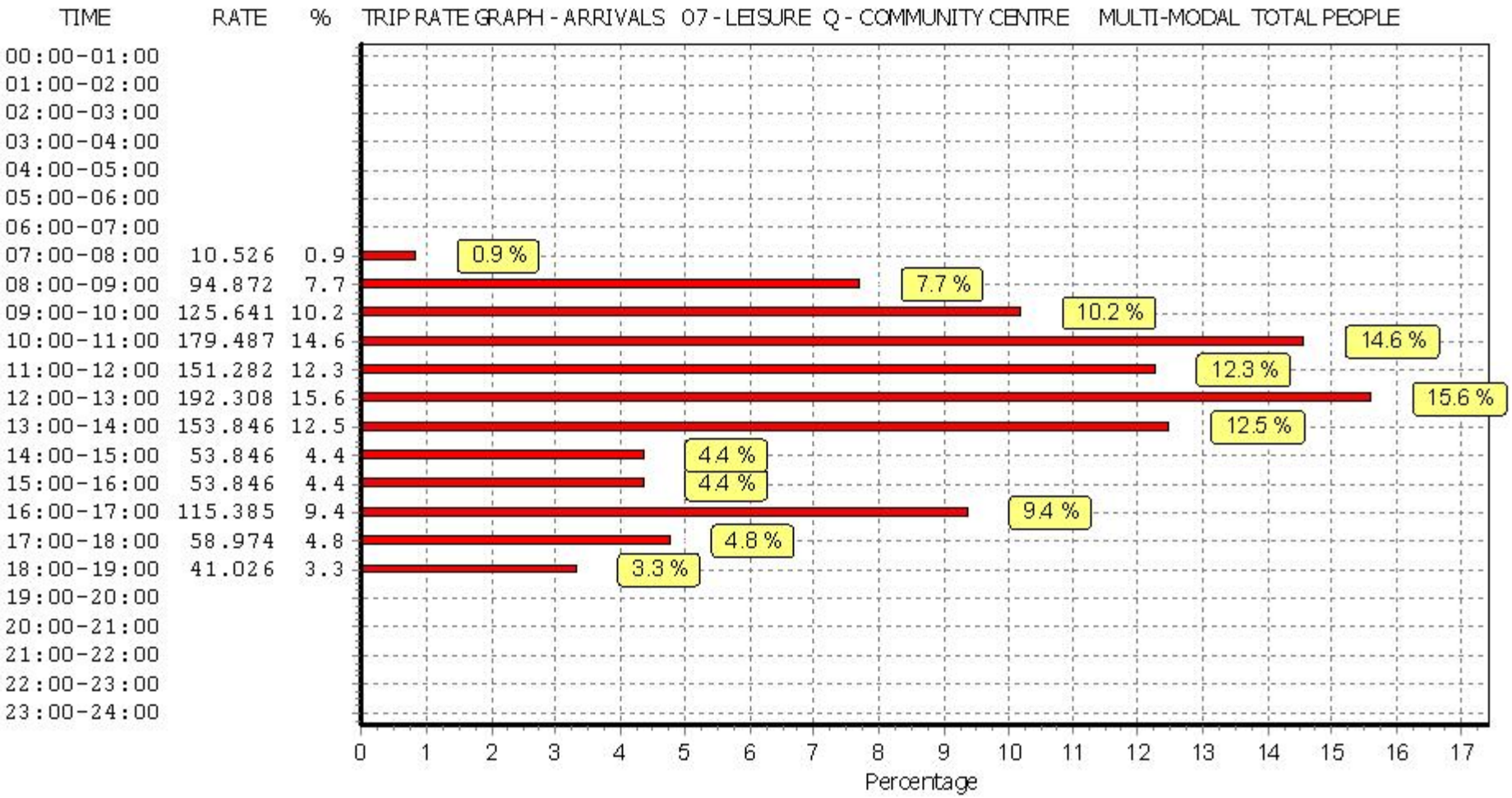
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

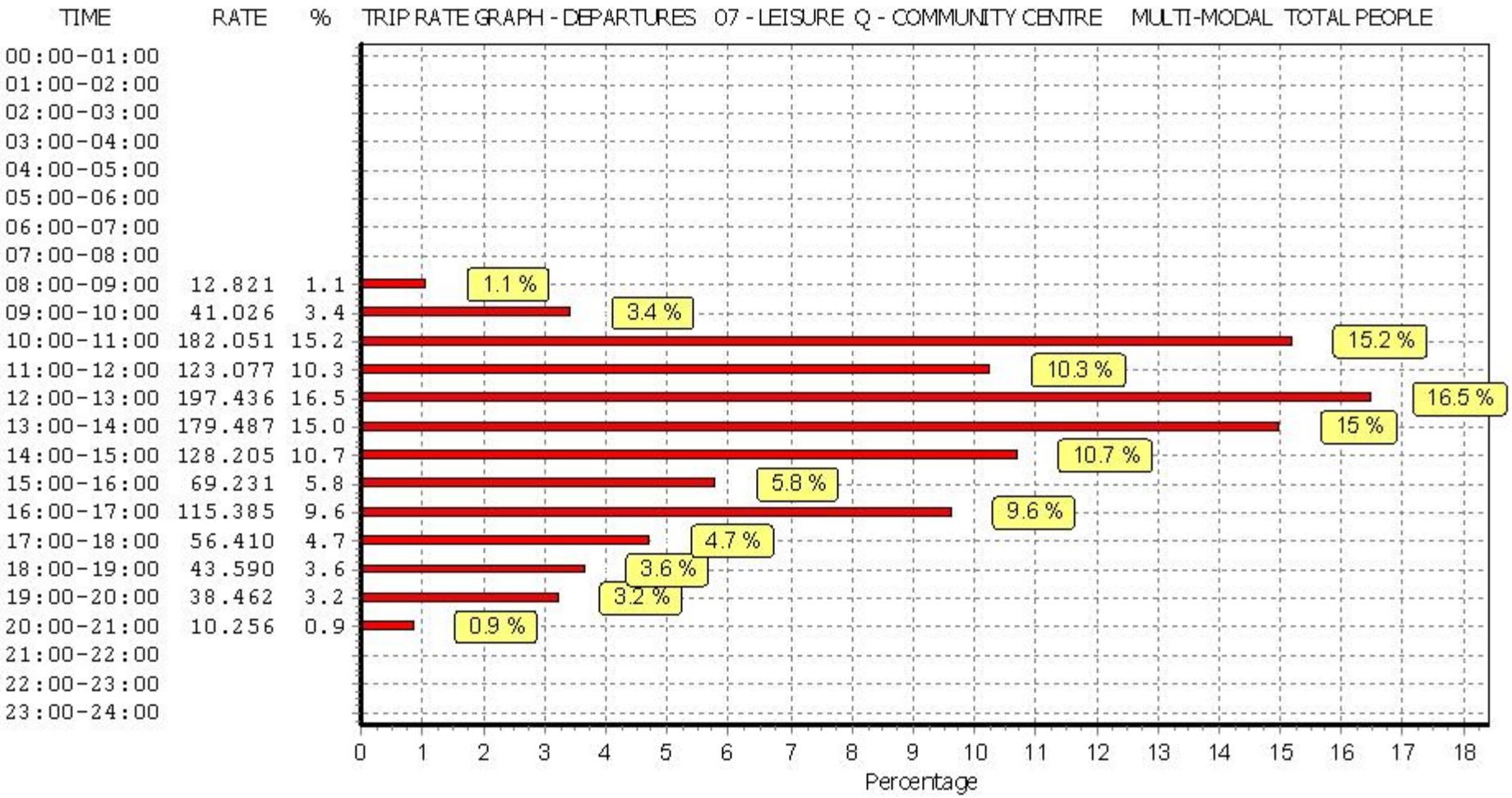
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

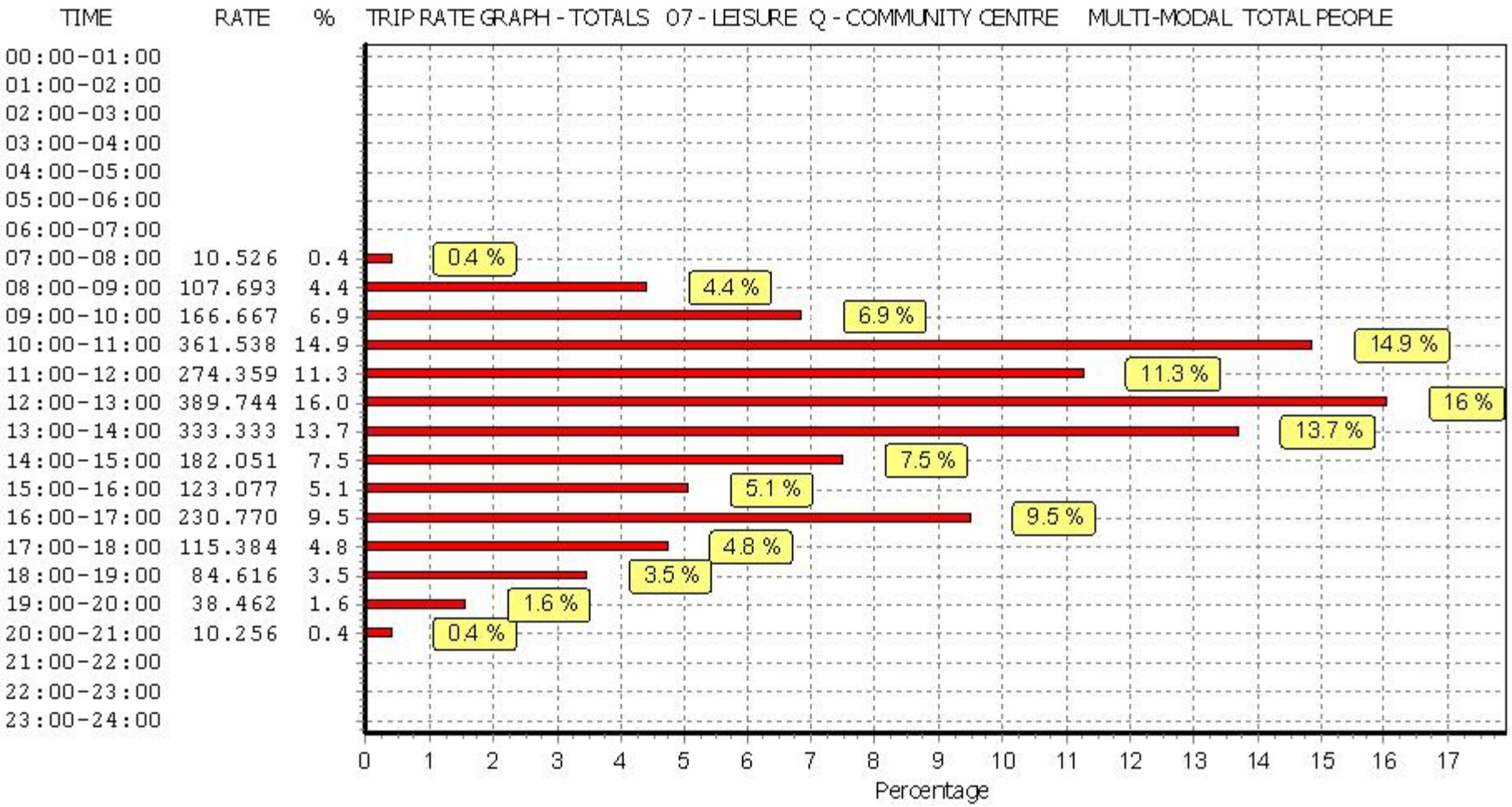
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CARS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

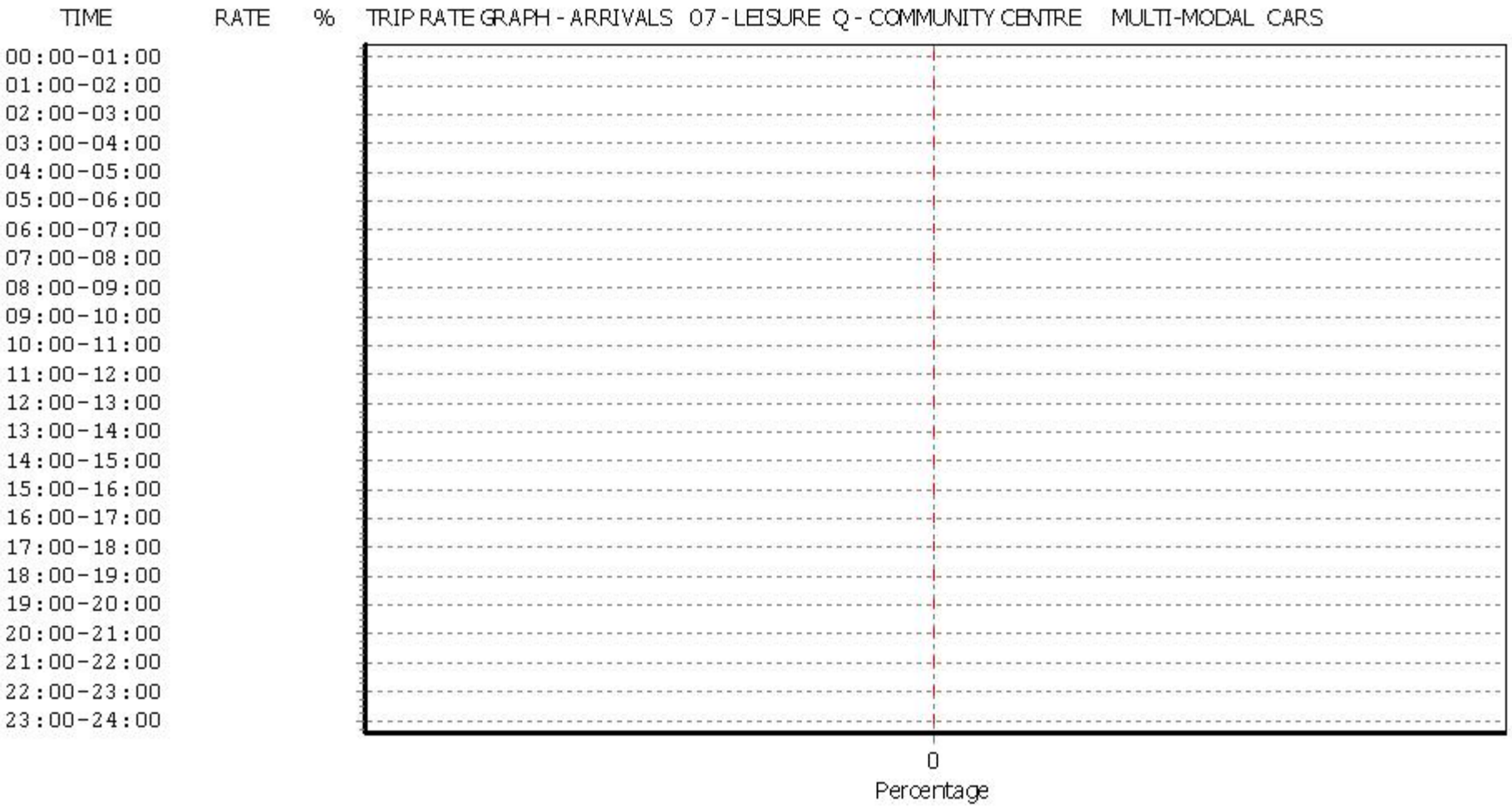
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

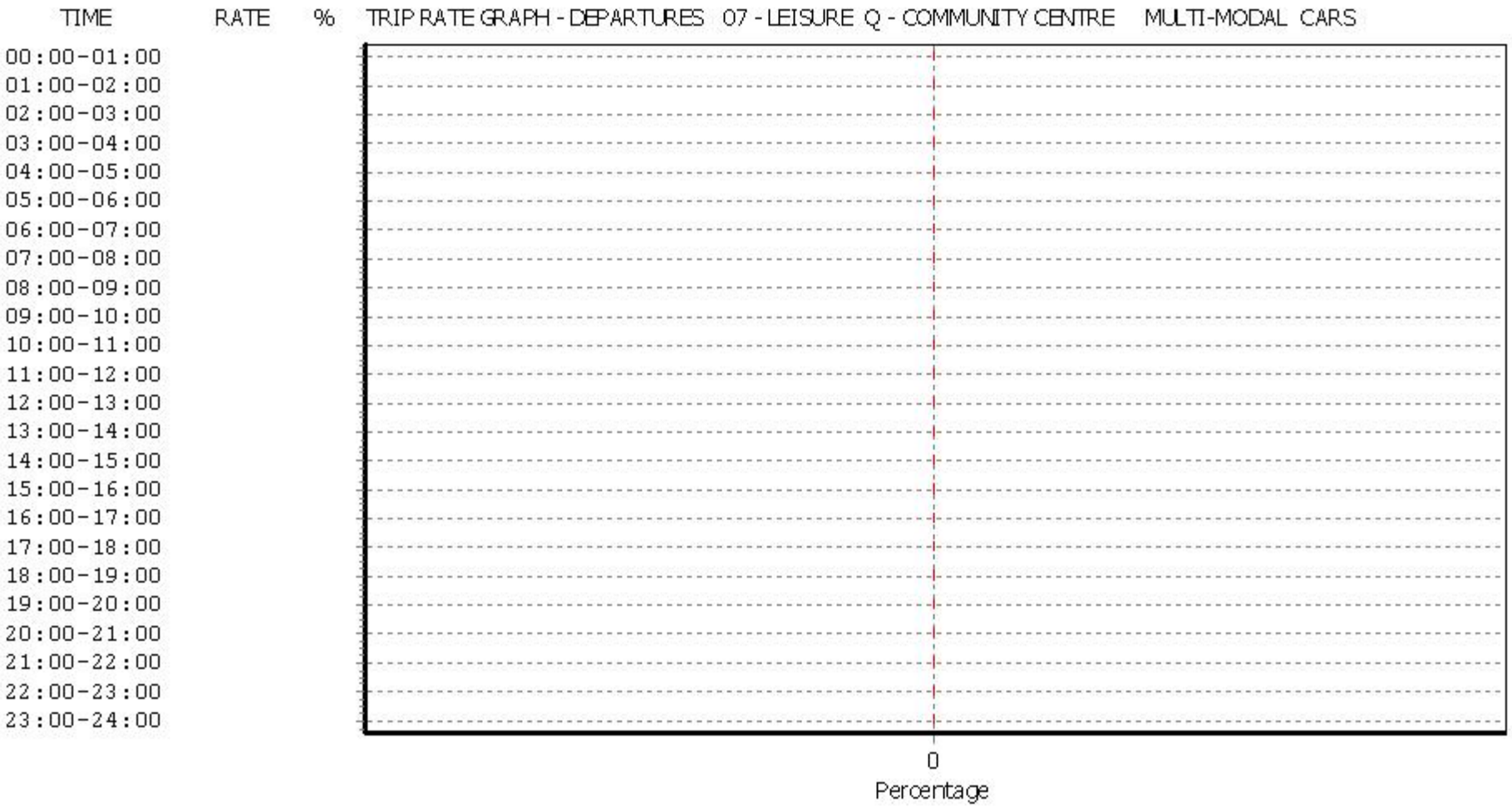
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

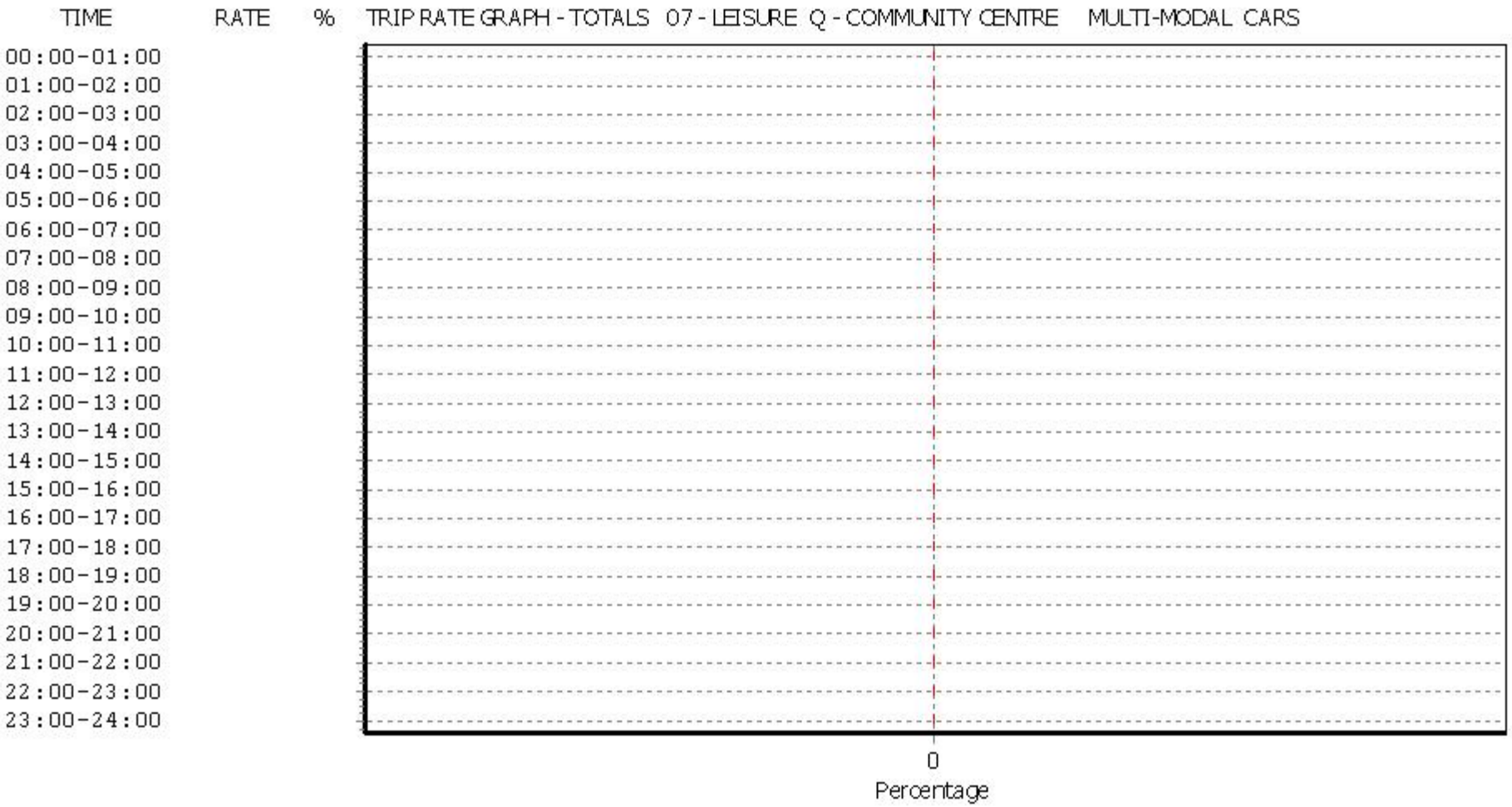
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL LGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
11:00 - 12:00	2	0.20	7.692	2	0.20	2.564	2	0.20	10.256
12:00 - 13:00	2	0.20	0.000	2	0.20	5.128	2	0.20	5.128
13:00 - 14:00	2	0.20	5.128	2	0.20	2.564	2	0.20	7.692
14:00 - 15:00	2	0.20	0.000	2	0.20	2.564	2	0.20	2.564
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.820			12.820			25.640

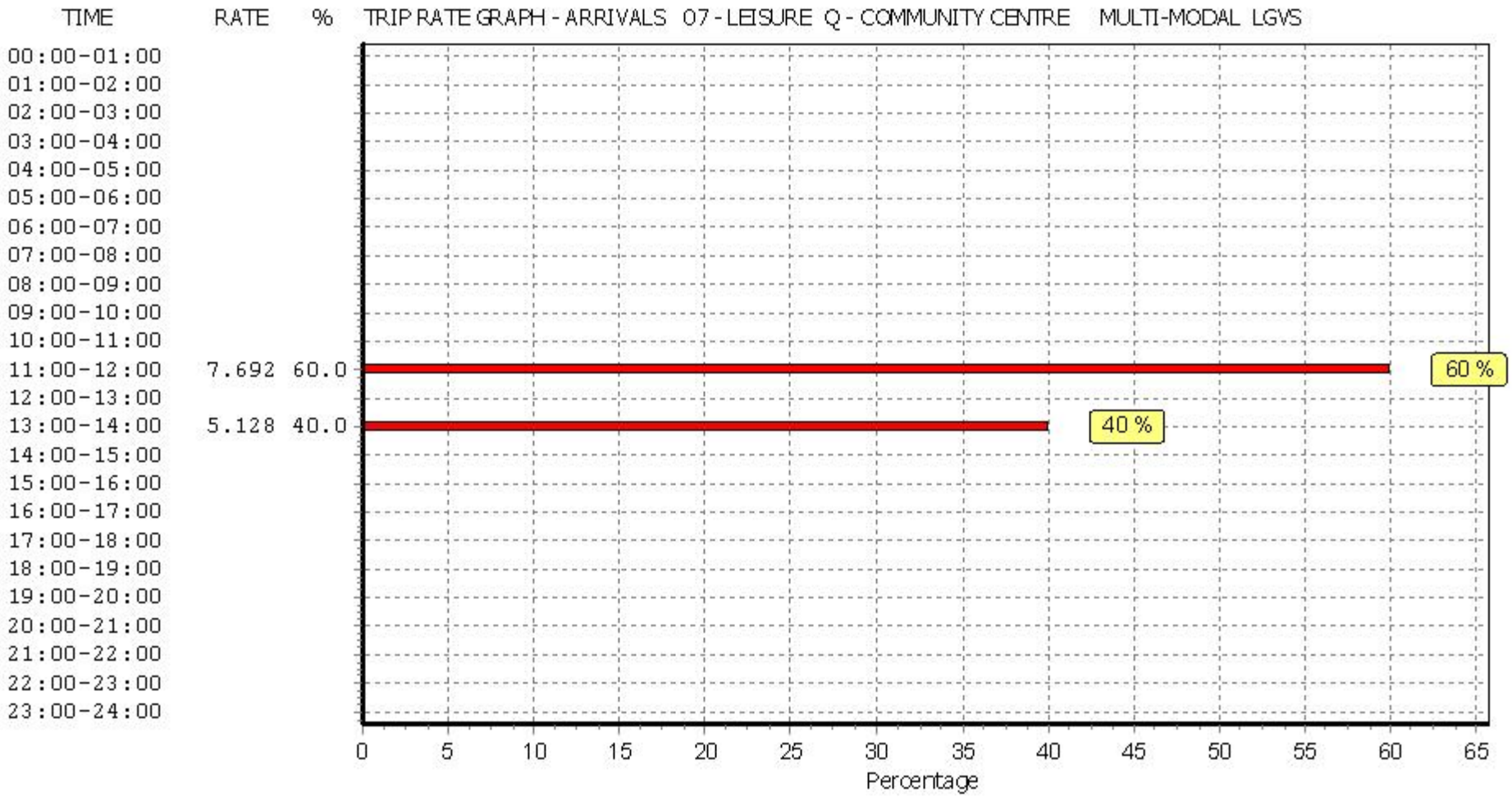
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

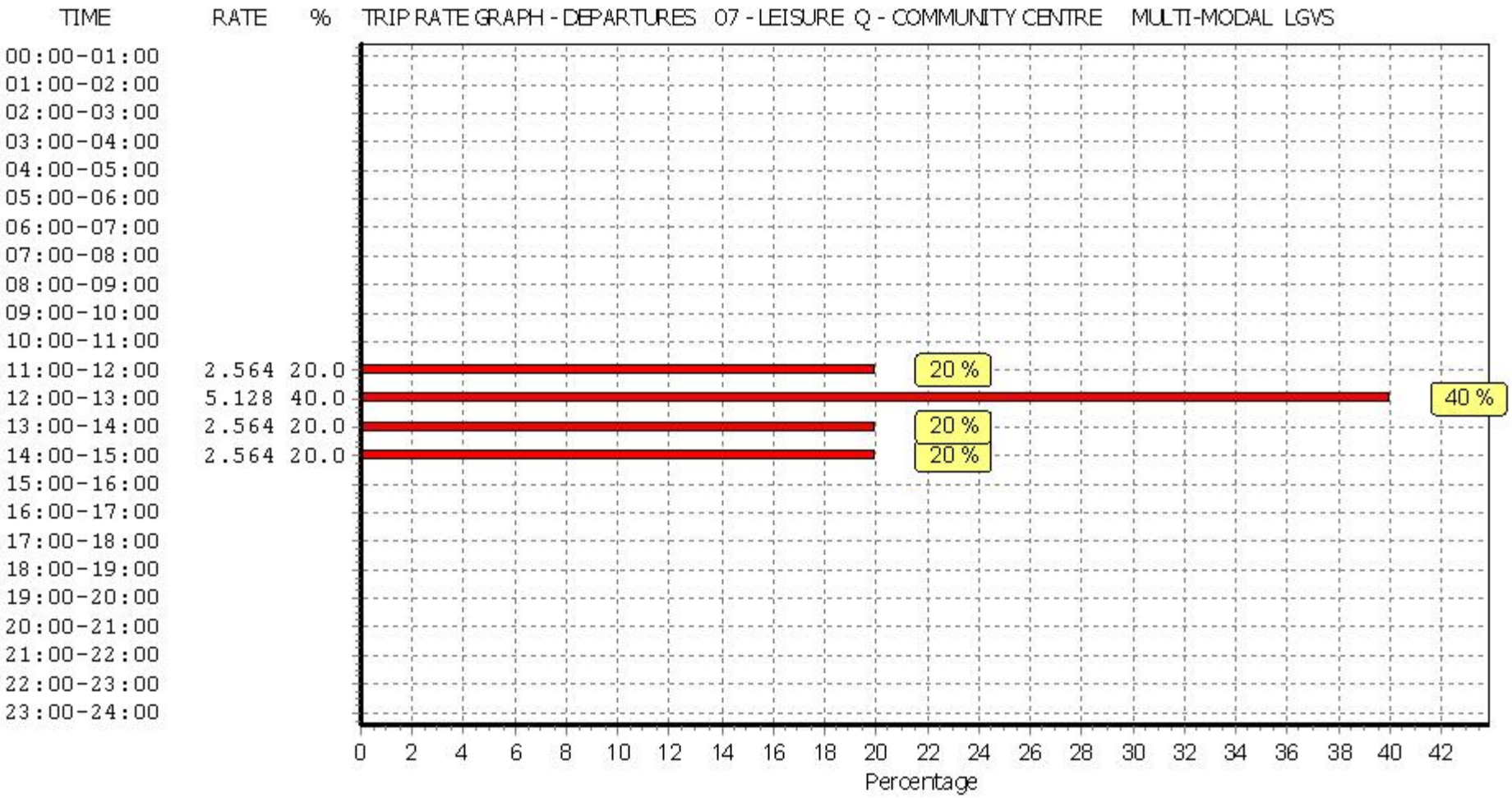
Parameter summary

Trip rate parameter range selected:	0.19 to 0.20 (units: hect)
Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	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.



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



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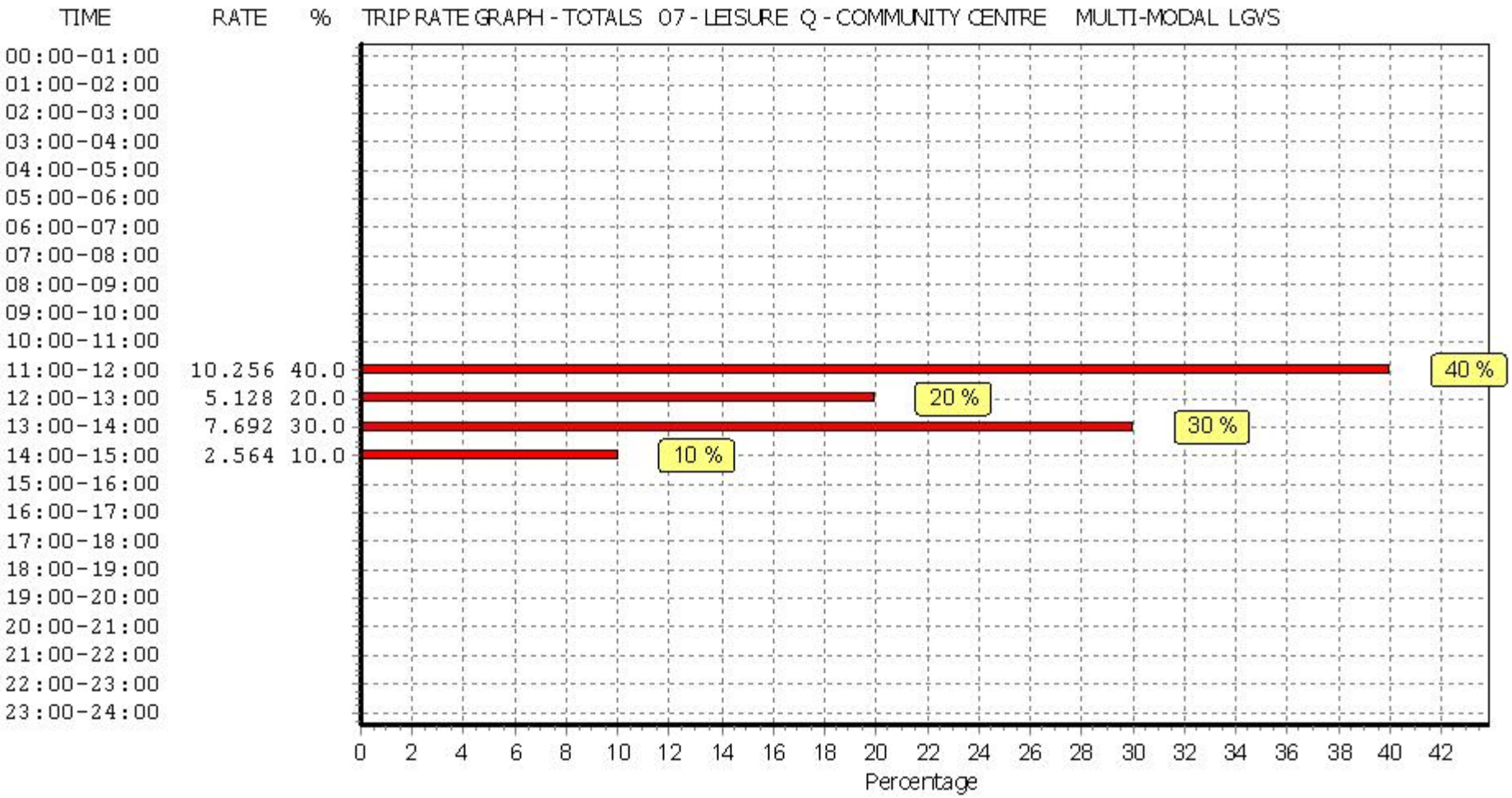

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	0.19	0.000	1	0.19	0.000	1	0.19	0.000
08:00 - 09:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
09:00 - 10:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
10:00 - 11:00	2	0.20	2.564	2	0.20	0.000	2	0.20	2.564
11:00 - 12:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
12:00 - 13:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
13:00 - 14:00	2	0.20	0.000	2	0.20	2.564	2	0.20	2.564
14:00 - 15:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
15:00 - 16:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
16:00 - 17:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
17:00 - 18:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
18:00 - 19:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
19:00 - 20:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
20:00 - 21:00	2	0.20	0.000	2	0.20	0.000	2	0.20	0.000
21:00 - 22:00	1	0.20	0.000	1	0.20	0.000	1	0.20	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.564			2.564			5.128

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

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Parameter summary

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Survey date date range:	01/01/07 - 09/05/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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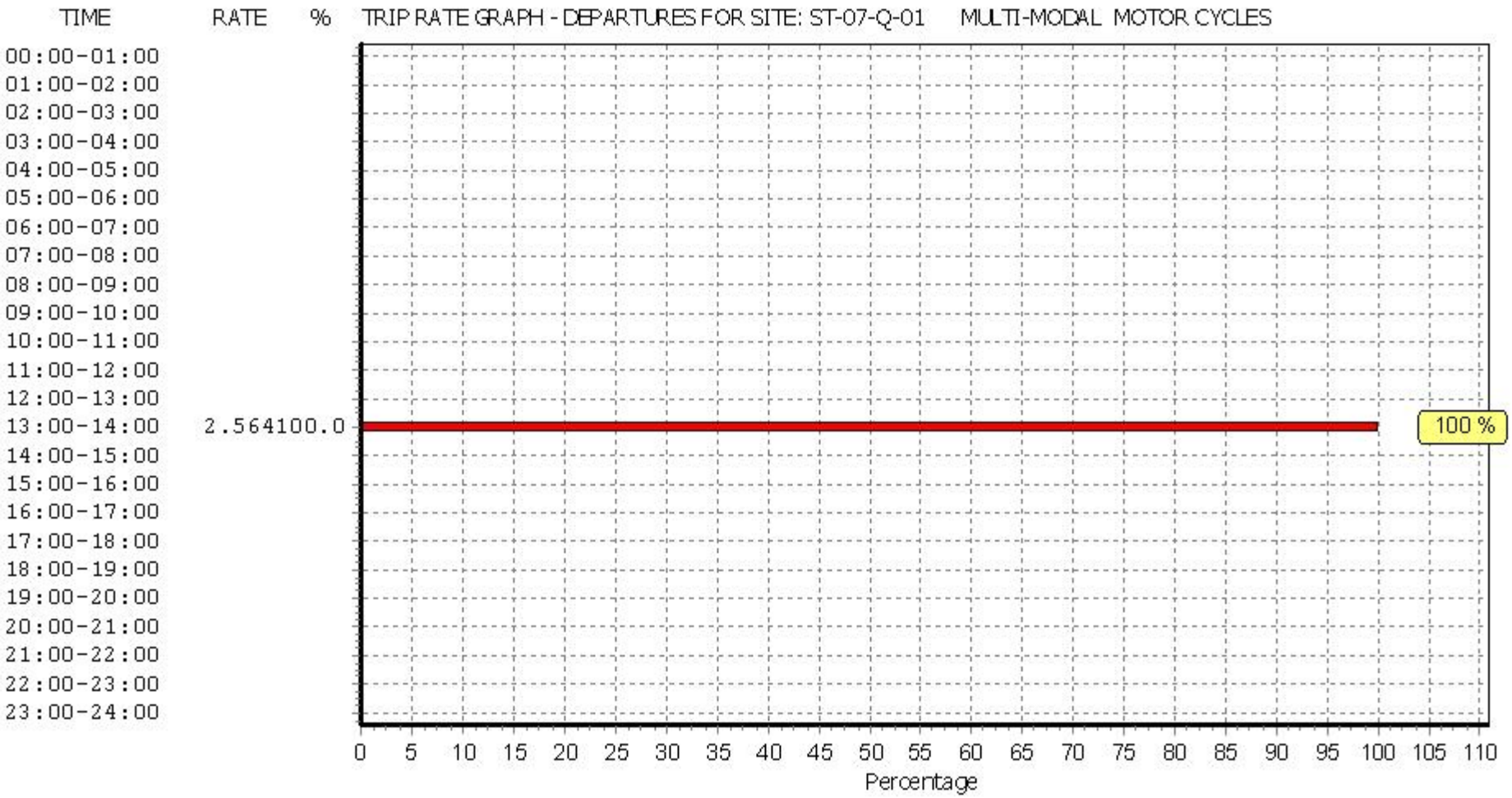
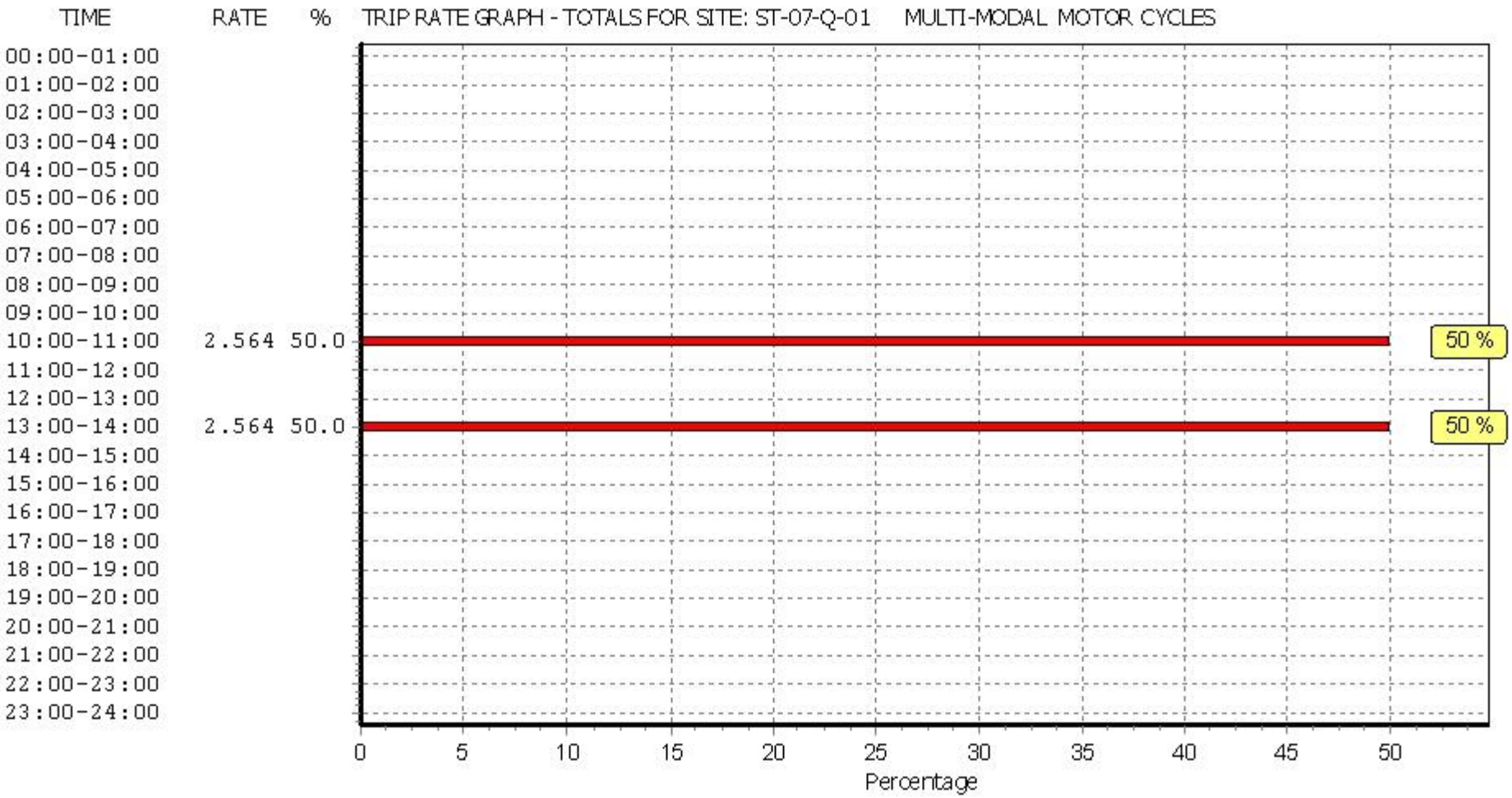


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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