Plender Street and Camden Street Redevelopment Project

TRAVEL PLAN

Report

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Appendices

1 Introduction

GENERAL

1.1 JMP Consultants Ltd (JMP) have been commissioned by the London Borough of Camden (Property Services) to prepare a Travel Plan (TP) to support the discharging of a planning condition and to meet a legal obligation within the S106 relating to the London Borough of Camden's Plender Street and Camden Street redevelopment project.

PLANNING HISTORY

1.2 The redevelopment consists of two separate development schemes on adjoining streets: 30 Camden Street and 67-72 Plender Street, London, NW1 0LG (the Site), as shown in red on Figure 1.1.

Figure 1.1 Site Boundary Location Plan

Site boundary plan submitted for planning application 2015/1833/P- red line is site ownership and blue line is site within extended ownership.

1.3 The 30 Camden Street site is bounded by Camden Street to the west, Kingston House to the north, Camden Studios and Newlyn House to the north and east and Merrivale House to the south. Prior to commencement of the redevelopment scheme, it was occupied by the St Pancras community centre and eighteen existing garages which are being demolished to create fourteen affordable self contained flats (5x1bed, 5x2bed and 4x3bed) plus 7 car parking spaces.

1.4 The 67-72 Plender Street site consists of three separate areas. At the western end is a row of retail units and a doctor's surgery. At the junction of Plender Street and Camden Street is a single storey building used as changing rooms for the four sports pitches, whilst the central area comprises of a row of garages along Bayham Place. 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 (12x1bed, 16x2bed and 3x3bed), plus new public open space and two disability parking spaces next to Bayham Place.

1.5 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. The changing rooms are used by Richard Cobden School and the general public outside of school hours. Richard Cobden School is located further to the south along Camden Street.

1.6 The Site has planning permission (ref: 2015/1833/P), subject to a series of planning conditions. Planning condition 41 of the permission states that:

41) Prior to first occupation of the residential units, a travel plan, setting out measures for promoting sustainable transport modes for all units within the development, shall be submitted to and approved in writing by the local planning authority in consultation with Transport for London and shall contain mechanisms for monitoring, review and further approval by the local planning authority. The plan shall provide for a Travel Plan Co-ordinator and allow for an initial substantial review within six-months of full occupation. The measures contained in the Travel Plan shall at all times remain implemented.

1.7 The Condition will be discharged following approval of the residential Travel Plan by London Borough of Camden (LBC) prior to the first occupation of the Site.

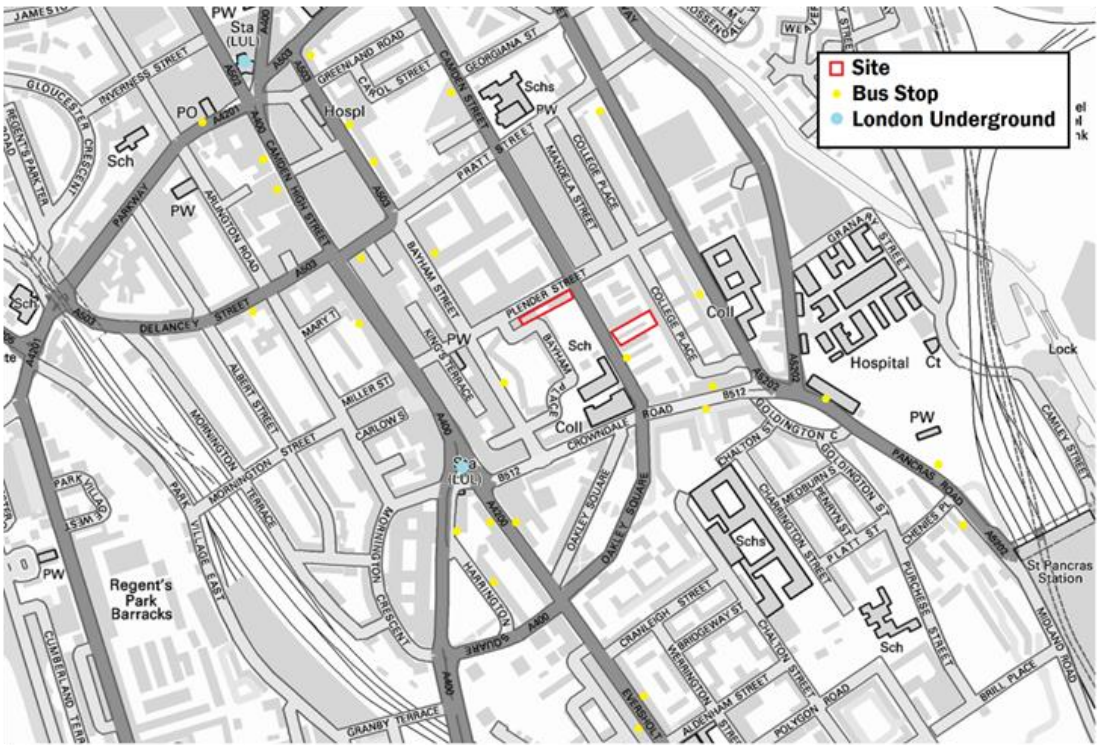
1.8 The development scheme is also subject to a S106 legal agreement and schedule 12 of the S106 includes components of the travel plan in part I and review and monitoring the travel plan in part II.

PROPOSED DEVELOPMENT LOCATION

1.9 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.

1.10 A plan showing the location of the Site in the context of the surrounding area is provided in Figure 1.2 below.

Figure 1.2 Site Context Location Plan



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TP STRUCTURE

1.11 Following this introduction, the TP is structured as follows:

- **Section 2 Policy Review** – outlines the policy context of the development of the TP;
- **Section 3 Site Assessment** – describes the baseline conditions at the Site;
- **Section 4 Predicted Travel Patterns** – highlights through census data and TRICS the mode share travel patterns for the different uses;
- **Section 5 Aims, objectives and targets** – describes the aims and objectives and targets of the TP;
- **Section 6 Travel Plan measures** – outlines the proposed Site-wide measures that will be put in place;
- **Section 7 Monitoring the Travel Plan** – describes the Site-wide monitoring plan;
- **Section 8 Delivering the Travel Plan** – sets out the action plan; and
- **Section 9 Conclusion** – provides a summary and conclusions.

2 Policy Review

GENERAL

2.1 This section of the TP reviews and analyses the relevant current and emerging national, regional and local integrated land use and transport planning policy and guidance in the context of the Site.

2.2 The policies reviewed within this section demonstrate the ways in which the Site is consistent with policy objectives at all levels. Relevant policies identified include the following:

National Policy

- National Planning Policy Framework, 2012

Regional Policy

- Greater London Authority (January 2014), Draft Further Alterations to The London Plan, Consolidated with Revised Minor Early Alterations (REMA), October 2013;
- The Mayor of London's Transport Strategy, 2010; and
- Travel Planning Guidance, Transport for London (2013).

Local Policy

- Camden's Local Development Framework: Core Strategy, 2010; and
- Camden Development Policies 2010.

NATIONAL POLICY

Government's National Planning Policy Framework (NPPF) (2012)

2.3 The final version of the NPPF was published on 27 March 2012. It came into effect immediately superseding the 2011 draft and all other planning guidance (e.g. PPGs, PPSs (except on waste)).

2.4 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.

2.5 The NPPF defines the delivery of sustainable development through three roles:

i. Planning for prosperity (an economic role);
ii. Planning for people (a social role); and
iii. Planning for places (an environmental role).

2.6 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

2.7 At the heart of the NPPF is a presumption in favour of sustainable development which '*should be seen as a golden thread running through both plan making and decision-taking*.' (Paragraph 14).

2.8 Paragraph 15 goes on to say that: '*Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay*.'

2.9 NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel.

2.10 Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It goes on to mention that plans and decisions should take account of whether:

- 'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that can cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

2.11 Paragraph 34 seeks to ensure that: '*developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.*'

2.12 It notes, however, that this needs to take account of policies set out elsewhere in the Framework, particularly in rural areas. It goes on to mention that: '*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people*.' Therefore, developments should be located and designed where practical to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.'

REGIONAL POLICY

Greater London Authority (March 2015) Further Alterations to the London Plan

2.13 The London Plan 2015 (FALP) sets out the Mayor's vision for the development of London up to 2031. It is an overall strategic plan, setting out an integrated economic, environmental, transport and social framework for the development of London.

2.14 The Mayor's overarching vision for London is that is should (P43, para 1.52):

- 'Excel among global cities – expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century particularly that of climate change'.

2.15 Enabling sustainable modes of transport is considered to support this vision. The Plan notes that London should be (objective 6):

- 'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all the objectives of this Plan'.

2.16 Strategically the Mayor intends to work with all relevant parties to (Policy 6.1):

- Encourage patterns of development that reduce the need to travel, especially by car;
- Improve the capacity and accessibility of sustainable travel modes such as public transport, walking and cycling;
- Support development with high levels of trips only in areas of high public transport accessibility;
- Improve interchange between different forms of travel;
- Encourage the use of the River Thames for passenger and freight use;
- Minimise the impact of freight on the transport network;
- Encourage shifts to more sustainable forms of transport; and
- Promote walking by ensuring an improved urban realm.

2.17 The Mayor is commitment 'to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport' (para 6.2).

2.18 Policy 6.13 outlines the Mayor's policy on parking within London. It notes a wish to achieve a balance between promoting new development and preventing excessive car parking provision whilst highlighting the importance for features such as electric charging points and adequate cycle parking facilities.

2.19 The London Plan states that new developments should provide cycle parking and cycle changing facilities to encourage cycling as a sustainable mode of transport.

The Mayor of London's Transport Strategy, 2010

2.20 The Mayor's Transport Strategy is a statutory document which is part of a strategic policy framework to support and shape the economic and social development of London. It sets out the Mayor's transport vision and describes how TfL and its partners, including the London boroughs, will deliver that vision.

2.21 The Mayor's Transport vision states that (para. 29):

> *'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'*

2.22 Achieving this vision will require a transport system with enhanced capacity and connectivity that is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value for money; contributes to improving quality of life and the environment and offers improved opportunities for all Londoners (para. 30).

2.23 Six goals set out how this overarching vision should be implemented; these are to (para. E6):

- support economic development and population growth;
- enhance the quality of life for all Londoners;
- improve the safety and security of all Londoners;
- improve transport opportunities for all Londoners;
- reduce transport's contribution to climate change and improve its resilience; and
- support delivery of the legacy of the London 2012 Olympic and Paralympics Games.

2.24 Through smarter travel planning, setting appropriate parking standards and making public transport more attractive, the Mayor will encourage the use of public transport, walking, cycling and car sharing (para. 147).

Travel Planning Guidance, Transport for London (2013)

2.25 Travel Planning Guidance (2013) supersedes `Travel Planning for New Development` in London (2011). TfL considers that the new guidance offers updated thresholds for when a 'full' travel plan is required, reduced focus on policy reviews and reduced reference to deliveries and servicing.

2.26 There is now a greater focus on the action plan, along with more information on measures, example targets and on how sanctions can be used.

2.27 A travel plan is described as:

> *'a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupiers of the site.*
>
> *It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures aimed at encouraging sustainable travel'.*

LOCAL POLICY

Camden Local Development Framework: Core Strategy, June 2010

2.28 The Core Strategy is the key document that forms part of the development plan for the borough.

2.29 The Core Strategy covers a 15 year period from 2010 to 2025 and the policies will help to assess all future planning applications.

2.30 The Vision of the Core Strategy outlines the following:

> *'Camden will be a Borough of opportunity`*

2.31 Core Strategy Policy 11 `Promoting sustainable and efficient travel` outlines the following;

- Improving strategic transport infrastructure to support growth
  - The Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance.
- Promoting sustainable travel
  - In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:
  - improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;

- continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and
- work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

- Making private transport more sustainable
  - As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:
  - expand the availability of car clubs and pool cars as an alternative to the private car;
  - minimise provision for private parking in new developments, in particular through: car free developments in the borough's most accessible locations and car capped developments;
  - restrict new public parking and promote the re-use of existing car parks, where appropriate;
  - promote the use of low emission vehicles, including through the provision of electric charging points; and
  - ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.
- The Council also works to encourage more sustainable travel in schools, businesses and communities through its travel awareness programme. We also work with schools and businesses to produce Travel Plans, which provide a package of measures to encourage safe, healthy and sustainable travel options, including through reducing the need to travel and unnecessary car journeys, and promoting active means of transport such as walking and cycling. Camden is part of the North Central Travel Plan Network, a group of north and central London boroughs (supported by Transport for London) that offers advice to businesses to help them to develop travel plans.

Camden Local Development Framework: Development Policies, June 2010

2.32 Policy DP16 The Transport Implications of Development

- The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:
  - movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;
  - additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;
  - safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

2.33 Policy DP17 Walking, Cycling and Public Transport

- The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:
  - convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

- other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;
- safe road crossings where needed;
- bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

- The Council will resist development that would be dependent on travel by private motor vehicles.
- The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

SUMMARY

2.34 The proposed development is in line with national and local policy, given that the development is situated in a location with excellent access to sustainable transport opportunities, and as such will have minimal reliance on the private car. The TP will promote active modes of travel such as walking and cycling which is in line with the Core Strategy and Development Polices documents.

3 Site Assessment

CONTEXT

3.1 This section of the TP establishes baseline transport conditions currently prevailing at the Site and the surrounding area.

3.2 The baseline conditions are identified so that the context of the Site, its measures and potential impact on the local transport and highways network can be fully understood. The baseline study has been informed by a site audit which was conducted by JMP on Tuesday 22nd June 2015, along with desk-based research.

LOCAL HIGHWAY NETWORK

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

3.4 Plender Street fronting the site is a two-way street approximately 10.5 metres in width with on street parking bays along both sides of the carriageway. The section of Plender Street to the west of the Site between Bayham Street and Camden High Street is one way eastwards. 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.

3.5 Camden Street the 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 along both sides of the carriageway to the north of the site, whilst to the south there are parking bays on the western side and a bus stop on the eastern one, adjacent to the site access. Traffic usually queues in two lanes southwards at peak times to the junction with Crowndale Road. There are red route markings on Plender Street with the junction of Camden Street and all along Camden Street, in between the bus stop and the on street parking bays. The footway is very wide, approximately 5m, fronting the site on the eastern side of Camden Street but is 3m on the western side; both footways are of acceptable width and condition.

PARKING

3.6 The Plender Street site is within Controlled Parking Zone (CPZ) CA-F (s) Camden Town South which restricts parking Monday to Friday 8.30am-6.30pm and Saturday 9.30am-5.30pm and Sunday (resident bays only) 9.30am-5.30pm. The boundary of CA-F (s) is at the Camden Street/Plender Street junction. The Camden Street site is within CPZ CA G/F Somers Town buffer zone with restrictions Monday to Friday 8.30am-6.30pm. Charges are from £1.70 an hour for the shared use bays on both Camden Street and Plender Street.

3.7 As well as using designated bays, holders of a blue badge are able to use residents' parking bays, parking meters and pay-and-display bays free of charge and without a time limit. Blue badge holders may also park for up to 3 hours on single or double yellow lines.

3.8 The Plender Street site is currently under construction, the Plender Street site can be seen in Figure 3.1 and Camden Street site in Figure 3.2.

Figure 3.1 Site Location Plender street

3.9 Fronting the Plender Street Site there are 13 residential parking bays and 14 shared use bays, as well as one bay reserved to doctors.

Figure 3.2 Site Location Camden Street

3.10 Fronting and adjacent to the Camden Street Site there are six shared use bays, two resident only bays and one disabled bay, as well as a loading bay (which can be used for disabled parking up to three hours).

SITE ACCESS

3.11 The Consented Development site plan is included in **Appendix A** and shows that the Plender Street site is subdivided into site areas A to the west of Bayham Place and B to the east of Bayham Place. Site A consists of the retail units on the ground floor and 15 residential flats above, whilst site B consists of community centre and 16 residential flats above. To the south along Bayham Place, replacing the existing garages will be a new open space area maintained by the community centre and two disabled parking spaces.

3.12 Pedestrian access to the retail units will be from Plender Street, whilst a pedestrian access from the rear will be provided for employees and for refuse/recycling. Residential access and pedestrian access to the Community centre will also be from Plender Street.

3.13 The open space will be accessed from Plender Street via gates and managed by the Community centre although it will be open to the public. It will contain a variety of functions, including an outdoor crèche garden connected to the community centre, playground, allotment planters and landscaped and seating areas.

3.14 The Camden Street site will have seven on-site parking spaces which are being re-provided to tenants of the housing estate in lieu of the garages that are being demolished. This area is gated but could be used for servicing and delivery of the Camden Street site. In order to maximise the efficiency of the Camden Street element of the scheme, it is proposed to make some minor adjustments to the crossover with Camden Street that provides access to the car park area.

3.15 The Plender Street site is retaining the vehicular access from Plender Street which links through to Bayham Place but this will be secured and for emergency access only. No off-street parking is proposed for this site.

PEDESTRIANS & CYCLISTS

Pedestrian Routes

3.16 The area is fairly permeable to pedestrians, with footways along all carriageways in the vicinity of the site and good crossing facilities. The main desire lines in the area are expected to be east-west towards Camden High Street, which lies 300m west of the Site and has a variety of shops and services.

Figure 3.3 Camden High Street

3.17 The area is reasonably well surfaced with adequate street lighting. There are dropped kerbs and tactile paving in place at the Camden Street/Plender Street junction and zebra crossings on either side of Bayham Street to the west of the Site (see Figure 3.4). This enables all users to move

across Plender Street, in particular disabled or wheelchair users. It should be noted that the presence of a market on the northern side of Plender Street reduces the footway width in proximity to the junction with Camden High Street.

Figure 3.4 Camden St / Plender St (left) and Plender St / Bayham St (right) junctions

Cycling Facilities

3.18 The area around in the vicinity of the Site is largely residential and as such is conducive to cycling, however both Plender Street and Camden Street have limited formal on street cycling facilities. The western section of Plender Street, approaching Camden High Street, has a short stretch of contra flow cycle lane; whilst the southern end of Camden Street, at the junction with Crowndale Road, has advanced stop lines for cyclists (see Figure 3.5).

Figure 3.5 Contra flow cycle lane sign on Plender Street, as seen from Camden High Street (left), and advanced stop lines at Camden Street / Crowndale Road junction (right)

3.19 Camden High Street and Camden Street form part of the LCN+ network of cycle routes (Route 27) and provide connections to Kentish Town to the north and Euston and Bloomsbury to the south. Royal College Street, to the east of the site, is a segregated cycle route in both directions (see Figure 3.6), and forms part of Route 28 connecting Holloway to King's Cross.

Figure 3.6 Segregated cycle lanes on Royal College Street

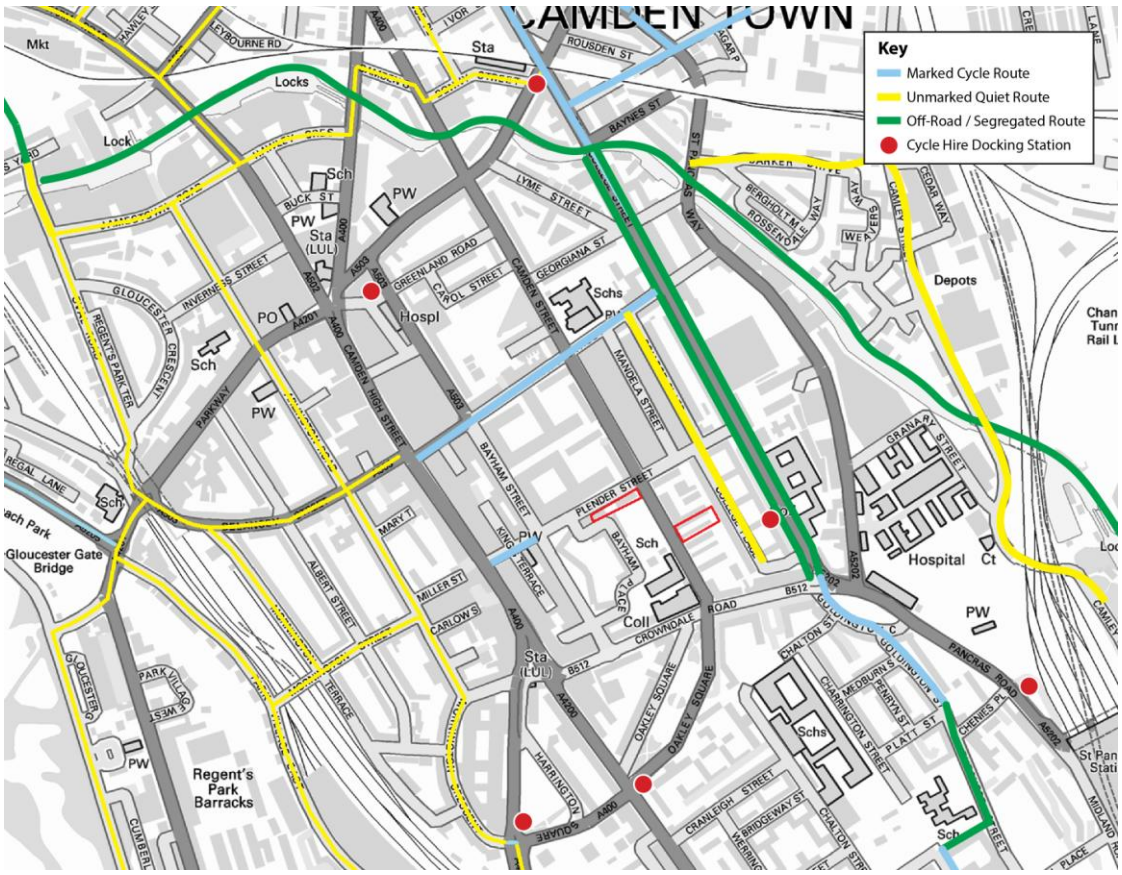
3.20 Cycle parking for the development scheme is provided in the form of 52 spaces in 3 covered and secure stores within the new buildings at ground level.

3.21 Pratt Street to the north has signs for cyclists and has been designated by TfL as a `*route signed or marked for use by cyclists on a mixture of quiet or busier roads*` and this links with a number of east / west routes to regents park and Islington.

3.22 There are Greenway routes to the east along Royal College Street and to the north of St Pancras Station.

3.23 There are a number of cycle docking stations in close proximity to the site as shown in Figure 3.7. A docking station on Camden Street to the north of the site adjacent to St Martin's Gardens has 11 bikes and is 300 metres from the site which is a 4 minute walk, with another one on Royal College Street, 300m to the east, with 57 spaces (shown in Figure 3.6). There are three further docking stations to the south-west of the development Site at Mornington Crescent station approximately 800 metres from the Site.

Figure 3.7 Cycle Facilities Plan



ACCESSIBILITY

Public Transport Accessibility

3.24 The Site is very well located in terms of access to public transport infrastructure.

3.25 The Public Transport Accessibility Level (PTAL) rating scale has been used to identify the level of accessibility of the Site to the public transport network. A PTAL rating is an industry standard method for the assessment of public transport accessibility of a certain point. This method was developed in 1992 by the London Borough of Hammersmith & Fulham (LBH&F) and acknowledges walk access times and frequency of service.

3.26 This is reflected by the Public Transport Accessibility Level (PTAL) rating gained via webCAT.

3.27 A PTAL rating is defined by a scoring of 1a to 6b. A rating of 1a ('Very Poor') is the lowest level obtainable and 6b ('Excellent') is the highest level achievable.

3.28 The Site is identified as being located in an area with a PTAL rating of 6a ('Excellent'). This has been informed by the TfL webCAT Web based Connectivity Assessment Toolkit.

3.29 A copy of the site-specific TfL PTAL calculation is included at **Appendix B** for information.

BUSES

3.30 The nearest bus stops to the Site are adjacent to the south of the Camden Street site, approximately 150 metres from the Plender Street site (see Figure 3.8). This bus stop serves route 46 but southbound only.

3.31 There are additional bus stops on Bayham Street servicing other southbound bus routes. The bus stop to the south of the Plender Street junction serves routes 214, N28 and N31, whilst the bus stop to the north of the Plender Street Junction serves routes 24, 27, 29, N29 and N279 (see Figure 3.8); both are approximately 300 metres from the site. Camden High Street serves northbound bus routes 88, 134, 214 and N20 and these are 400 metres from the site. Pratt Street which is approximately 300 metres from the site serves bus routes C2 and 274.

Figure 3.8 Bus stops on Camden Street (left) and Bayham Street (middle and right)

3.32 Both bus stops contain up-to-date maps and timetables for services. There are a number of specific night buses that serve the area from approximately 23.55pm to 5.00am which generally operate every 30 minutes Sunday-Thursday nights and every 10mins Friday and Saturday nights due to demand. Some of the services also operate as 24 hours.

3.33 A map of all local bus services has been included in **Appendix C** for information, whilst Table 3.1 summarises the bus services in the locality.

Table 3.1 Local Bus Services

Route	Destinations	Approximate frequencies during peak hours (minutes)			Weekday service times	
		Mon-Fri	Sat	Sun	First	Last
24	Grosvenor Road- Royal Free Hospital	6	6-7	8	(24 hours operations)	
27	Chiswick Business Park- Chalk Farm	6	8	10-12	(24 hours operation)	
29	Wood Green-Trafalgar Square	4-5	5-6	5-6	(24 hours operation)	
31	White City- Camden Town	6	6	6	(24 hours operations)	
46	Lancaster Gate- Bartholomew's Hospital	10	10-15	15-20	04.55	23.55
88	Clapham Common- Camden Town	7-8	7-8	12	(24 hours operation)	
134	North Finchley- Tottenham Court Road	5	6-10	12-15	(24 hours operation)	
168	Hampstead Heath-Old Kent Road	8	8	12	04.54	00.00
214	Highgate-Moogate	7-8	7-8	12	(24 hour operation)	
253	Hackney-Euston	5-6	8	10	04.50	01.00
274	Lancaster Gate- Islington	8	8	8	(24 Hours Operation)	
C2	Parliament Hill Fields-Victoria	(Monday to Thursdays frequency is 7-8 minutes- 24 hours operations)				

Source: www.tfl.gov.uk (June 2015)

NATIONAL RAIL

3.34 There are two rail stations within an acceptable walking distance of the Site, serving a variety of destinations in England, Scotland and internationally.

Euston Station

3.35 The closest rail station, Euston, is located approximately 1km to the south of the Site. This is a 15 minute walk down Camden High Street and Eversholt Street.

3.36 Euston is one of London's main railway stations serving destinations to the north of London including Birmingham Manchester, Edinburgh, Liverpool, Northampton, Watford, Glasgow and Milton Keynes. The station serves Virgin and London Midland Trains. Euston also serves the Overground services to Watford Junction which is on a different branch line to Camden Road Overground Station (see **Appendix D** for the Overground Services Map).

London Kings Cross/London St Pancras International

3.37 King's Cross and St Pancras are located approximately 1.4km south-east of the Site, or a 20 minute walk. Both stations interlink and offer a range of services and facilities.

3.38 King's Cross serves destinations to the north including Newcastle, Leeds Peterborough, Cambridge, Sunderland and Edinburgh. Service operators include Virgin EC, Great Northern and Hull Trains.

3.39 St Pancras International serves more local destinations including Margate, Luton, Bedford, Sutton, Three Bridges with South eastern, Thameslink and East Midland services. St Pancras international is also the gateway for the Euro star to France and Belgium. See **Appendix E** for local national rail services shown on the TfL London train services map.

OVERGROUND TRAIN SERVICES

3.40 Camden Road Overground station is 650m to the north east, or an 8 minute walk. The station serves Overground services to Stratford, Clapham Junction and Richmond. The station is in zone 2 and train services are approximately every 10 minutes to Richmond and Clapham (alternate trains) and every 10 minutes to Stratford. The Overground TfL map is included in **Appendix D**.

UNDERGROUND TRAIN SERVICES

3.41 The site is located in close proximity to Mornington Crescent which is approximately 300 metres and a 4 minute walk from the Site to the south-west. This station is on the Northern Line, the same branch line as Camden Town Underground Station to the north west of the Site (650m or 8 minutes away by foot). Services are every 3-5 minutes to High Barnet, Edgware and Kennington. **Appendix E** includes the TfL Underground and National Rail zones map.

SUMMARY

3.42 It can be seen from the information above that the Site is in an extremely accessible location which is conducive to walking, cycling and using public transport.

3.43 The TP aims to build on this, through providing high quality cycling infrastructure, along with offering information to Site users regarding alternatives to the car.

4 Predicted Travel Patterns

TRICS DATA ANALYSIS

4.1 In order to understand the likely travel patterns of future Site users, a combination of Census and TRICS data has been used to provide a baseline modal split.

Residential Mode Split

4.2 Mode split data has been taken from the 2011 Census `Travel to Work` dataset and is provided in order to understand the likely travel patterns of future residents and staff at the Site.

4.3 Data has been extracted from the Camden Local Authority ward where the Site is located, as this is considered most representative given its location, car ownership levels and current access to walking, cycling and public transport.

4.4 The residential mode split extracted from the Census 2011 dataset Method of Travel to Work – Resident Population is shown below in Table 4.1.

Table 4.1 Predicted Residential and Staff Modal Split

Mode	Percentage %
Walk	10.1
Cycle	4.1
Moped/Motorcycle	0.7
Train	4.1
Underground/Metro/Light Rail	21.5
Bus	9.3
Car	6.3
Car Passenger	0.5
Taxi	0.4
Other (Includes Working from Home & unemployed)	43.0

Census: Neighbourhood Statistics, 2011. The data has been adjusted to discount people who were not in employment at the time of the Census. Numbers have been rounded to the nearest integer.

4.5 Table 4.1 summarises the estimated modal split of the future Site users based on the current TRICS data. It can be seen that the vast majority of residents and staff are expected to travel by sustainable transport modes: 10% walking, 4% cycling and 35% by public transport. 43% either work from home or are unemployed, and only 7% use a private vehicle.

Community Use Split

4.6 TRICS data has been analysed using data from Land Use 07 Leisure and Category Q Community Centre for the users of the 714sqm community centre proposed at the Plender Street site. This also includes the replaced changing rooms (an additional 70sqm) given these will be open to the general public outside of school hours.

4.7 No London sites were available and therefore two sites with similar residential location parameters were used. These sites are located in Swansea and Stafford and all the TRICS data outputs are included in **Appendix F** for reference.

4.8 It should be noted therefore that the modal split below is indicative, and that a full Site travel survey will be carried out to establish baseline travel patterns upon occupation of the Site. The car usage levels are particularly high for the Swansea and Stafford sites and clearly the excellent PTAL level of the site and the implementation of this travel plan will ensure car usage is low and vehicular travel is reduced. However, this provides a starting point for the development which will be updated with travel surveys once the community centre is occupied.

4.9 Table 4.2 summarises the estimated modal split of the future Site users based on the current TRICS data.

Table 4.2 Estimated Modal Split of Site Users (Community Facility)

Mode	Percentage
Walk	72.5
Car (single vehicle occupants)	17.7
Car (multiple vehicle occupants)	9.5
Public Transport	0
Cycle	0.2

TRICS; June 2015

4.10 Table 4.2 illustrates that the vast majority of users of the community facility will walk to the Site. Given the excellent public transport accessibility of the Site, it is expected for significantly more users to travel to the Site by this mode in comparison to what the TRICS data indicates. However, no more accurate data is present within the TRICS database.

5 Aims, Objectives & Targets

GENERAL

5.1 This section sets out the TP aim and objectives for the Site.

5.2 The objectives of the TP are in accordance with London Borough of Camden's objectives and goals, which follow guidance within the Core Strategy 2010 – 2025 and Development Policies.

AIM

5.3 The aim of this TP is therefore to support the travel needs of all potential Site users, and to encourage all Site users to adopt healthy, sustainable travel choices in order to increase levels of walking, cycling and public transport usage at the Site.

OBJECTIVES

5.4 Objectives are the high-level aims of the TP. They help to give the TP direction and provide a clear focus. The specific objectives that focus the TP are:

1 To raise awareness of sustainable 'Smarter Travel' modes available to all Site users, including staff and visitors;

2 To encourage active modes of travel, particularly walking and cycling, and to emphasise the health and financial benefits of these modes; and

3 To minimise any car trips associated with the Site and to promote the use of public transport.

5.5 Section 6 outlines the measures which will assist in achieving the objectives outlined.

TARGETS

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

5.7 The targets and objectives in Table 5.1 are for the residents and staff over the two sites from the residential dwellings and the A1 retail unit.

Targets for Residential dwellings and retail unit

Table 5.1 Indicative Targets for Residential Use

Objective	Targets
To raise awareness of sustainable `smarter travel` modes available to all Site users.	Ensure all residents and staff are made aware of the TP through a Welcome Pack and Staff Induction
To promote healthy lifestyles and a sustainable, vibrant residential community	Ensure Welcome Packs and Staff induction has a cost calculator and weight loss calculator for travel modes such as walking and cycling
To encourage active modes of travel, particularly walking and cycling, and to emphasise the health benefits of these modes	Increase cycle levels from 4% (+3%) and maintain or increase walking levels from 10%
To reduce the amount of single occupancy car trips to / from the Site	Reduce single occupancy vehicle to less than 5% use from its current mode share of 6.3%. Increase public transport levels at the Site by 5% given the viable location.
To encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling	Improve accessibility to the Site through site design and secure cycle storage in order to encourage walking and cycling

Targets for Community Facility

5.8 The targets for the community facility within the Plender Street Consented Development have been based on predicted mode share given the location of the site. These figures are indicative as the sites available in TRICS are limited and not entirely representative of the accessible location. The targets will be updated once the baseline travel survey has been undertaken within 3 months of occupation. Indicative targets shown below in Table 5.2.

Table 5.2 Indicative Target Modal Split

Mode	Baseline Mode Split (Year 1)	Interim Mode Split (Year 3)	Target Mode Split (Year 5)
Walk	60%	60%	60%
Car (SOV)	5%	3%	1%
Public Transport	30%	30%	30%
Cycle	5%	7%	9%

NB. The baseline mode split & targets will be revised in light of a site-specific travel survey at the site following occupation. More detail is provided in Section 7.

5.9 The format and timing of the travel survey will be agreed in advance with the London Borough of Camden's Sustainable Travel Team and this will be the responsibility of the Travel Plan Co-ordinator (TPC). Further information on monitoring is outlined in Section 7.

5.10 The targets will also represent what is considered to be an achievable increase in sustainable travel as a result of the introduction of the TP, along with the proposed measures as outlined in Section 6.

5.11 The targets will acknowledge that walking levels at the site are already highly sustainable; however there will be a target to increase cycling, and to a lesser extent public transport levels.

5.12 There will also be a target to reduce car travel at the Site. The reduction in car travel is based on the proposed car parking restrictions in the area, along with no additional parking provision at the Consented Development.

5.13 The Consented Development is located in an area with an excellent PTAL score and it is assumed that public transport usage will increase from current levels as noted from TRICS when site specific travel surveys are carried out.

5.14 The Consented Development will also benefit from improvements for cyclists including secure, covered storage, maps, travel information and its proximity to local cycle routes. These combined are expected to encourage more Site users to travel by bicycle; details on these measures and improvements are outlined below in Section 6.

5.15 The TP measures below aim to establish ways in which sustainable travel patterns can be embedded at the site.

6 Travel Plan Measures

OVERVIEW

6.1 The aim of the TP is to provide information and increase awareness of the options for travel available to staff and visitors; and to secure and promote incentives that encourage people to actively choose sustainable travel wherever practical.

6.2 The benefits of a well managed TP will extend beyond Site users and contribute to improvements to local air quality and reductions in noise, vibration, congestion and journey times. Travel plans also have a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles.

SITE MEASURES

Travel Plan Co-ordinator

6.3 All Travel Plans are dependent on a nominated individual being allocated the time and resources for successful implementation.

6.4 The Travel Plan Co-ordinator (TPC) for the Site will be assigned prior to occupation and it is envisaged that this will be either the General Manager or a member of the Facilities team for the community facilities, the resident committee for the residential dwellings/housing association/London Borough of Camden property services and occupiers of the retail units. This TP is a Site-wide travel plan, written to be applicable to the various users of the two sites. Given that this will be reviewed and monitored at the baseline from surveys and then at the first, third and fifth anniversaries, the specifics of the retail occupiers and functions/elements for the community facilities can be incorporated.

6.5 London Borough of Camden's Sustainable Travel Team will be informed of the TPC detail upon appointment.

TPC Roles and Responsibilities

6.6 The TPC will act as the day-to-day point of contact for enquiries, helping to develop and implement the measures proposed in this TP, and taking a lead role in the monitoring process.

6.7 Key duties of the TPC include:

- Delivering TP initiatives across the Consented Development;
- Carrying out regular monitoring and collating up to date travel pattern data;
- Reviewing data such as use of cycling facilities; and
- Arranging for the submission of the Final TP and travel plan reviews in Year 1, 3, and 5.

6.8 It is anticipated that the amount of time spent by the TPC will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the TP.

6.9 The provision of ongoing support and management are critical, and the provision of information and guidance to support sustainable travel choices will be an important element of the Site.

TP Webpage

6.10 The community facility element of the proposed development is expected to have a website. It is proposed that a dedicated TP page is developed as part of this website, to ensure that information on the TP such as public transport timetables or new measures could be easily updated.

Travel Information Notice Board – Reception

6.11 The Site will have residential entrances and the community facility will have a hall.

6.12 A Travel Notice Board will therefore be placed in a communal area for the residents and in the hall for the community facility. A notice board can also be erected within the retail unit for staff. The notice boards will include information on local walking and cycle routes, public transport timetables, along with leaflets, maps and information on cycle rides and travel events available, and will be regularly updated by the TPC.

6.13 This space will be used by all Site users and as such the information provided will be highly visible to all.

CYCLE MEASURES

6.14 Cycling is an efficient, cheap, healthy and non-polluting mode of transport. The London Borough of Camden wishes to encourage cycling to help improve mobility, reduce traffic congestion and improve health in the borough.

Cycle Parking

6.15 Secure cycle parking will be provided at the Site with 52 cycle parking spaces across the two sites in three secure areas at ground level. The details of these cycle spaces will be provided in hi-rise cycle racks for Plender Street site B with the details submitted under application 2015/2650/P. The proposals include 16 cycle spaces in site A of the Plender Street, 20 spaces at the entrance lobby in site B for Plender Street and 16 cycle spaces at the Camden Street site.

6.16 A key issue for cyclists is the safe and convenient storage of bicycles, and therefore this measure aims to meet this and encourage greater use of this mode.

Cycle Training

6.17 The London Borough of Camden is a nationally accredited Bikeability cycle training provider and offers free courses to all adults and children who live, work or studying in the Borough. Bikeability is a cycle proficiency scheme designed to give cyclists the skills and confidence to ride their bikes on today's roads.

6.18 There are three courses available:

- Children`s Bikeability Course (aged 9-13);
- Young Teenager Lesson (aged 13-17); and
- One-to-One Adult Cycle Training (18 years and over).

6.19 Cycle training can be booked with the Road Safety and Sustainable Transport Team on 020 7974 5619, or by email through the website http://camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-public-safety-team/; or www.camden.gov.uk/green.

6.20 Information regarding cycle training will be provided on the webpage.

Cycle Camden

6.21 The London Borough of Camden operates a specific Cycle Camden campaign http://camdencyclists.org.uk/operate with cycle breakfasts, meetings, rides and workshops and basic cycle maintenance courses which are available to people who live, work or study in the borough.

6.22 One-day courses are available through the web link and can be arranged for residents, staff and users of the community centre who live in Camden. This will be the responsibility of the TPC.

TfL Cycle Maps

6.23 TfL produces free local cycling guides which show different types of cycling routes, all of which have been ridden and recommended by cyclists. The colours on or beside the roads and paths show the different route types.

6.24 A copy of the Local Cycling Guide 7 which covers Camden and surrounding areas will be made available to all Site users at the proposed development in the reception area for residents, on the notice boards and in staff areas for the retail staff and within the communal areas for the community centre. This map also shows local walking routes.

6.25 The TPC will be responsible for ordering cycle guides from TfL.

Cycle Hire

6.26 Information on locations and how to use the London Cycle Hire scheme including a local map of cycle hire docking stations will be provided in the welcome pack for residents and made available to staff at the retail unit and users of the community centre.

TfL Cycle Journey Planner

6.27 The TfL Cycle Journey Planner is an extremely useful tool and can plot a journey from postcode to postcode using an ‘easy’, ‘moderate’ or ‘fast’ route. Information on this tool on www.tfl.gov.uk/cycling will be included on the webpage.

WALKING MEASURES

Walking Route Planner

6.28 The www.walkit.com walking route planner is an extremely useful tool that can plot a journey from postcode to postcode using a ‘direct’ or ‘less busy’ option. Route maps also include journey time, calorie burn, step count and carbon saving. Information on this service will be provided via a link on the webpage and resident welcome packs.

`Getting Around` Booklet

6.29 `Getting Around` is an introduction to safe cycling on the road for young people and adults, including guidance for adults out cycling with children.

6.30 It is a booklet written by cyclists for cyclists of all abilities from beginners upwards and contains essential guidance to becoming a safe cyclist.

6.31 A link to the guide will be provided on the travel webpage. The TPC will be responsible for this.

Public Transport- Bus/Underground/Rail Information

6.32 Timetable information and a local rail map will also be included in the welcome packs and via a link to the webpage. The welcome pack will also feature information on rail and underground services as detailed in section 3.

RETAIL

Staff Travel Induction

6.33 The proposed development also features a commercial aspect. In light of this, it is proposed that new staff members receive a travel induction; including information on travelling to the Site by walking, cycling and / or public transport; along with on-site measures such as cycle parking. This can be carried out by the individual retail occupiers and supported by the Cycle Camden campaign and the Bikeability scheme that Camden offer.

6.34 It is anticipated that providing this information initially will encourage new members of staff to form and maintain sustainable travel habits.

REDUCING THE NEED TO TRAVEL

Home Shopping Delivery

6.35 The Site is located to the south east of Camden which features a number of retail and commercial units including pubs, shops, restaurants, newsagents, banks etc.

6.36 It is therefore envisaged that many residents' shopping trips will be made on foot. The TP will also promote home delivery and this will ensue that residents who are less mobile, or require large items, will be able to have these delivered without relying on their own car.

6.37 The broadband provision to be provided to the dwellings will enable this service; which will be promoted via the Welcome Pack and the webpage.

Home Working

6.38 Where possible, the proposed development will allow for home office spaces, comprising;

- Sufficient space for a chair, desk and bookshelf;
- Adequate daylight and ventilation design;
- Two double power sockets; and,
- Two telephone sockets where broadband is provided.

Car Parking

6.39 Due to the highly accessible location of the site; there are no dedicated car parking spaces for the residents. The seven spaces located on the Camden Street Site are a re-provision of car parking for existing residents on the surrounding estate, given the associated garages are to be demolished. The proposed dwellings are car free.

DELIVERIES & SERVICING

6.40 The transport impacts of a site are not only related to residential travel but can also arise through arrangements for deliveries and servicing.

6.41 Where possible the TPC will work with the retail units to help to arrange deliveries outside peak travel times in order to reduce local congestion. A separate servicing and delivery management plan is being created for this scheme and will be intrinsically linked to the travel plan to reduce vehicular movements from the Site.

SUMMARY

6.42 The measures outlined above are provided in order to encourage mode shift towards walking, cycling and public transport use.

6.43 It should also be noted that the Site is located in an accessible area to the east of Camden High Street and within close proximity to public transport services and interchanges. It is therefore envisaged that many trips would be made on foot and by public transport.

7 Monitoring Strategy

OVERVIEW

7.1 An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that a TP is not a one-off event, but a continually evolving process.

7.2 Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.

TARGETS

7.3 The success of the TP will be determined by whether it succeeds in meeting its stated targets. The estimated modal split targets have been discussed in Section 5.

MONITORING

7.4 For the TP to be fully successful, its effects need to be recorded and assessed over time. A methodology for the monitoring of the TP is detailed below.

Survey of Staff, Resident & Visitor Travel Patterns

7.5 The modal split will be monitored over time. Due to the small size of the Site, monitoring surveys will be undertaken using either an in-person travel survey, or paper version, the results of which will be reported to the London Borough of Camden.

7.6 Sufficient time and resources will be allocated to carry out the necessary surveys and the Client commits to arranging the monitoring surveys as and when necessary.

FREQUENCY & REPORTING

Repeat Surveys

7.7 The baseline (Year 1) survey will be conducted within 3 months of occupation of the each individual site given that the Plender Street site will be occupied prior to the Camden Street site.

7.8 Further monitoring will take place in years 3 and 5 after Year 1 baseline monitoring, in order to assess changes in accordance with TfL methodology.

7.9 The surveys will be analysed in order to establish the effectiveness of the TP in achieving the aims and targets stated within it and identify any required modifications.

7.10 The results of these TP monitoring surveys will be submitted to the London Borough of Camden Sustainable Travel Team for review and the travel plan updated if required.

8 Delivering the Travel Plan

ACTION PLAN

8.1 The TP Implementation Action Plan provides details of the initiatives that form part of this TP (Table 8.1 and Table 8.2). Included is the name of those responsible for each action and the date it is due to be implemented.

8.2 The Plender Street site will be occupied prior to the Camden Street site but a travel plan is required as an obligation and planning condition orior to occupation. Therefore this travel plan has been written for both sites but the actions are based on occupation and therefore this will differ for each of the sites.

Table 8.1 Action Plan: Pre-Occupation

Activity				When	By Whom
Objective	Mode	Measure	Task		
All	All	Travel Plan Coordinator(s)	Identify and appoint Travel Plan Coordinator(s) for the residential dwellings, retailer and community facility to carry forward all tasks within Action Plan. Ensure co-ordination site wide between the land users and the TP co-ordinators.	Pre-Occupation	Client
Objective 1	Residents, staff	Travel welcome packs	Collate travel information (maps, timetables, routes, fares etc) for all sustainable modes of transport and put into a pack to distribute to all new residents and staff.	Pre-occupation	TPC
Objective 2	All	Webpage	Develop TP webpage for the community centre which will contain journey planners, walkit.com and up to date timetables along with information on the local public transport and cycle information.	Pre-Occupation	TPC / Client
Objective 3	Cycling	Cycle parking	Provide cycle parking storage for 52 secure spaces over the two separate sites	Pre-Occupation	Client
Objective 4	Car	Restricted Car Parking	No additional car parking at the Site for the residents. The 7 spaces on the Camden site are for estate residents as a re-provision.	Pre-Occupation	Client
Objective 5	All	Notice board	Provide notice boards for the retailers, community centre and residents on the two Sites which can be updated with travel information and events.	Pre-Occupation	Client

Table 8.2 Action Plan: Upon and Post-Occupation

Activity				When	By Whom
Objective	Mode	Measure	Task		
Objective 1	All	Meetings with residents, retail occupiers and community centre users.	TPC to arrange TP residents and staff meeting in order to provide information and gain feedback. This should include meetings with retail occupiers and community centre users.	Upon occupation	TPC
Objective 2	Cycling	LBC Cycle Camden campaign Training / Bike Maintenance	Promote LBC Cycle Camden and bikeability scheme which includes free cycle training and bike maintenance via the webpage/notice board for all users of the development including residents and staff.	Upon Occupation	TPC
Objective 3	Cycling	Cycle Maps	Ensure all Site users have free TfL Cycle Maps	Upon Occupation	TPC
Objective 4	Public transport	Public transport Information	Ensure all Site users have information public and it is updated regularly.	Upon Occupation	TPC
Objective 5	All	Baseline monitoring and TP update	Undertake baseline monitoring activity and revise TP targets if necessary. A fully updated Travel Plan will then be submitted with results of the baseline survey, appropriate targets and remedial measures.	Within 3 months of full occupation of each site	TPC
Objective 6	All	Interim and final monitoring	Undertake interim and final monitoring as outlined in the monitoring strategy. Report the results to LBC. Revise TP targets in agreement with LBC if appropriate.	3 and 5 years post occupation from full occupation of each site	TPC

9 Summary

OVERVIEW

9.1 JMP Consultants Limited has been commissioned by the London Borough of Camden (property services) to prepare a Travel Plan (TP) in order to meet and discharge the 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 Planning permission was granted in December 2013 subject to a number of planning conditions. Condition 41 and schedule 12 of the S106 required a travel plan to be submitted and agreed prior to first occupation of the residential units, setting out measures for promoting sustainable transport modes for all units within the development, and containing mechanisms for monitoring, review and further approval by the local planning authority. The plan would have to provide for a Travel Plan Co-ordinator and allow for an initial substantial review within three-months of full occupation. The measures contained in the Travel Plan should at all times remain implemented.

9.5 The TP aims to demonstrate how associated traffic will be mitigated at the Consented Development. The TP aims to demonstrate the commitment to creating a sustainable development in Camden, which promotes the use of walking, cycling and public transport and will reduce reliance on the private car.

9.6 This TP is in accordance with the national, regional and local policies by seeking to ensure sustainable transport to and from the site.

9.7 The Site has an Excellent public transport accessibility level (PTAL 6a), and no car parking spaces will be provided for residents on the development Site. The seven parking spaces provided on the Camden Street site are a re-provision for existing residents in lieu of the demolished garages. The residential dwellings are thus effectively car free.

9.8 Secure cycle parking will be provided with 52 cycle parking spaces provided in total across the two sites.

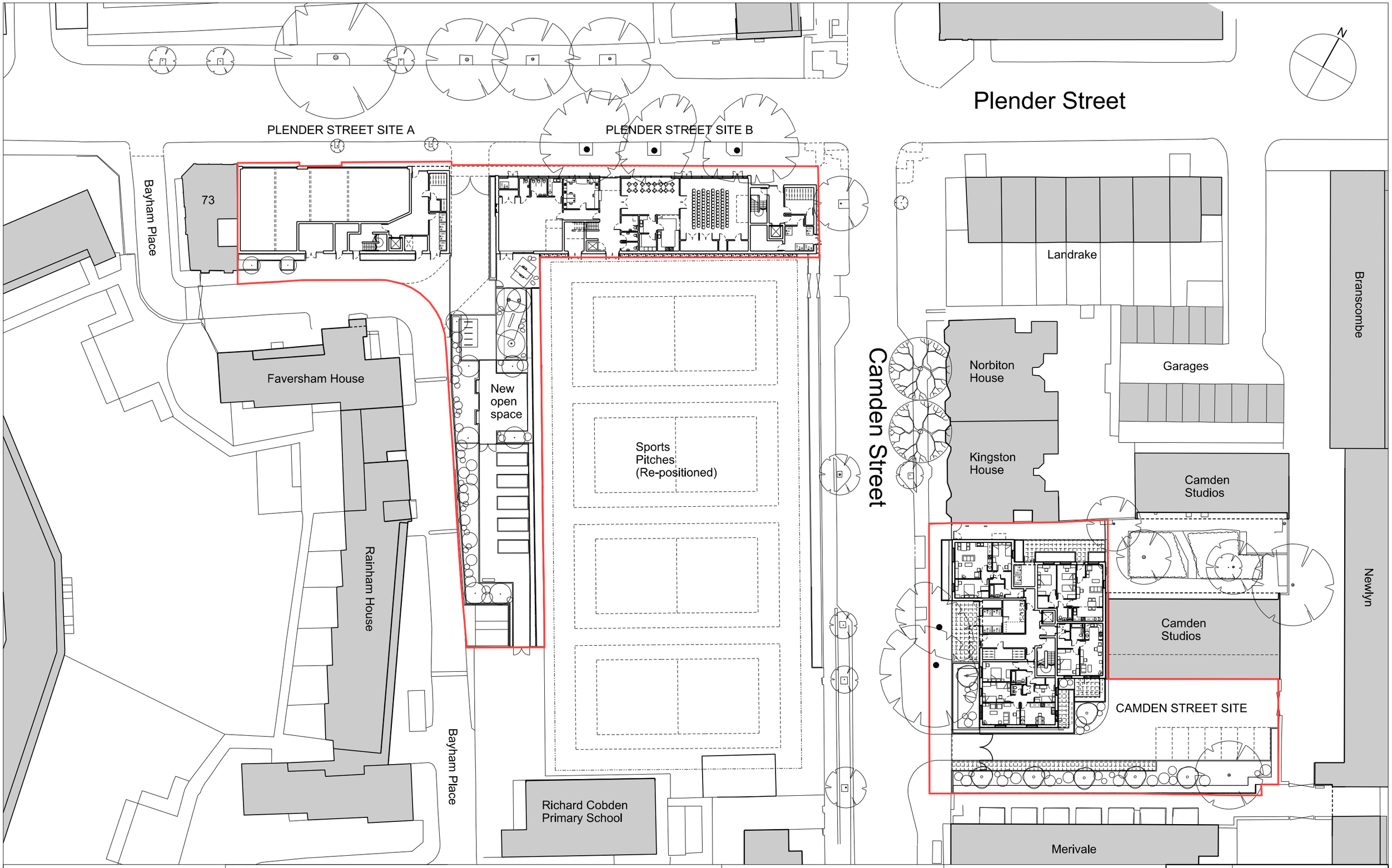
9.9 Based on the predicted modal split to the Site, targets for each mode have been set. It should be noted that the actual baseline mode share will be determined following travel surveys that will take place 3 months post-occupation for each site. The targets will need to be revised in the light of these surveys and agreed with the relevant member of the LBC Sustainable Travel Team

9.10 A package of measures will be introduced to ensure the targets can be met. The measures will include a TP webpage, cycle parking, information on local public transport, and a Travel Plan Co-ordinator(s) for the different uses of the site.

9.11 The TP's progress will be monitored in accordance with TfL and LBC requirements.

Appendix A

SITE LAYOUT PLAN – PLANNING PERMISSION 2015/1833/P



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

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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

PTAL REPORT

PTAI Study Report File Details

Date	02/06/2015 16:29
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 529325, 183634

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop PANCRAS RD GOLDINGTON CR
Walk time to stop from POI is 6.04 minutes
Walk distance to stop from POI is 483.08 metres
- Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN TOWN STATION
Walk time to stop from POI is 6.58 minutes
Walk distance to stop from POI is 526.25 metres
- Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
- Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
- Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
- Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
- Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
- Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop CAMDEN TOWN STN CAMDEN R
Walk time to stop from POI is 7.21 minutes

Walk distance to stop from POI is 576.78 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop CAMDEN ROAD STATION
Walk time to stop from POI is 7.93 minutes
Walk distance to stop from POI is 634.22 metres
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop CAMDEN TOWN GREENLAND RD
Walk time to stop from POI is 6.93 minutes
Walk distance to stop from POI is 554.65 metres
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop CAMDEN TOWN BAYHAM ST
Walk time to stop from POI is 6.63 minutes
Walk distance to stop from POI is 530.45 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop R COLLEGE ST CAMDEN ROAD
Walk time to stop from POI is 7.74 minutes
Walk distance to stop from POI is 619.04 metres
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop CAMDEN STREET PRATT ST
Walk time to stop from POI is 3.56 minutes

Walk distance to stop from POI is 284.81 metres
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop MORNINGTON CRESCENT STN
Walk time to stop from POI is 6.18 minutes
Walk distance to stop from POI is 494.16 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop CAMDEN HIGH S PLENDER ST
Walk time to stop from POI is 4.23 minutes
Walk distance to stop from POI is 338.15 metres
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Stop BAYHAM STREET PLENDER ST
Walk time to stop from POI is 3.5 minutes
Walk distance to stop from POI is 279.68 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Stop DELANCY ST ALBERT ST
Walk time to stop from POI is 6.18 minutes
Walk distance to stop from POI is 494.42 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop E'SHOLT S CROWNDALE CENT
Walk time to stop from POI is 5.62 minutes
Walk distance to stop from POI is 449.75 metres

Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Stop CROWNDALE RD BAYHAM ST
Walk time to stop from POI is 4.16 minutes
Walk distance to stop from POI is 333.19 metres
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop CAMDEN ST CROWNDALE RD
Walk time to stop from POI is 1.36 minutes
Walk distance to stop from POI is 108.4 metres
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop CROWNDALE RD R COLL ST
Walk time to stop from POI is 3.87 minutes
Walk distance to stop from POI is 309.96 metres
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop ROYAL COLL ST C'DALE RD
Walk time to stop from POI is 4.2 minutes
Walk distance to stop from POI is 335.61 metres
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Stop ROYAL COLLEGE ST PLENDER ST
Walk time to stop from POI is 2.15 minutes
Walk distance to stop from POI is 171.81 metres
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Stop ROYAL COLL ST PRATT ST
Walk time to stop from POI is 4.04 minutes
Walk distance to stop from POI is 323.13 metres
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Stop CAMDEN STREET PLENDER ST
Walk time to stop from POI is 0.52 minutes
Walk distance to stop from POI is 41.98 metres
Stop PRATT STREET
Walk time to stop from POI is 5.11 minutes
Walk distance to stop from POI is 409.15 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode
Route 46 Stop CAMDEN ST CROWNDALE RD TAT 8.36 minutes EDF 3.59
Route 214 Stop BAYHAM STREET PLENDER ST TAT 9.25 minutes EDF 3.24
Route 88 Stop BAYHAM STREET PLENDER ST TAT 9.25 minutes EDF 3.24
Route 29 Stop BAYHAM STREET PLENDER ST TAT 7.5 minutes EDF 4.0
Route 24 Stop BAYHAM STREET PLENDER ST TAT 8.0 minutes EDF 3.75
Route 27 Stop BAYHAM STREET PLENDER ST TAT 9.25 minutes EDF 3.24
Route 253 Stop BAYHAM STREET PLENDER ST TAT 8.0 minutes EDF 3.75
Route 134 Stop BAYHAM STREET PLENDER ST TAT 8.0 minutes EDF 3.75

Route 168 Stop BAYHAM STREET PLENDER ST TAT 8.83 minutes EDF 3.4
Route 31 Stop CAMDEN TOWN STATION TAT 11.58 minutes EDF 2.59
Route 274 Stop PRATT STREET TAT 10.86 minutes EDF 2.76
Route C2 Stop PRATT STREET TAT 10.86 minutes EDF 2.76

Best EDF is 4.0
Half of all other EDFs is 18.05

AI for this mode is 22.05

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Mornington Crescent
Walk time to stop from POI is 5.11 minutes
Walk distance to stop from POI is 408.91 metres
- Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
- Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
- Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
- Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
- Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
- Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes

Stop Camden Town
Walk time to stop from POI is 7.92 minutes
Walk distance to stop from POI is 633.79 metres
- Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
- Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
- Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
- Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
- Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
- Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
- Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes

Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes

TATs for this mode
Route Northern Line Mill Hill East to Kennington Stop Mornington Crescent TAT 12.84 minutes EDF 2.34
Route Northern Line Edgware to Morden Stop Mornington Crescent TAT 9.48 minutes EDF 3.17
Route Northern Line High Barnet to Kennington Stop Mornington Crescent TAT 11.42 minutes EDF 2.63
Route Northern Line Kennington to Edgware Stop Mornington Crescent TAT 11.86 minutes EDF 2.53
Route Northern Line Morden to Mill Hill East Stop Mornington Crescent TAT 35.86 minutes EDF 0.84
Route Northern Line Morden to High Barnet Stop Mornington Crescent TAT 13.97 minutes EDF 2.15
Route Northern Line High Barnet to Morden Stop Camden Town TAT 12.01 minutes EDF 2.5
Route Northern Line Edgware to Morden Stop Camden Town TAT 11.77 minutes EDF 2.55
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 19.78 minutes EDF 1.52

Best EDF is 3.17
Half of all other EDFs is 8.52

AI for this mode is 11.69

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop CAMDEN ROAD
Walk time to stop from POI is 7.96 minutes
Walk distance to stop from POI is 636.6 metres
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes
Route CAMDEN ROAD to STRATFORD Direction T47-T750 Frequency 2.0 giving AWT of 15.0 minutes
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes

TATs for this mode
Route CLAPHAM JUNCTION to STRATFORD Stop CAMDEN ROAD TAT 23.71 minutes EDF 1.27
Route CAMDEN ROAD to STRATFORD Stop CAMDEN ROAD TAT 23.71 minutes EDF 1.27
Route RICHMOND to STRATFORD Stop CAMDEN ROAD TAT 16.21 minutes EDF 1.85

Best EDF is 1.85
Half of all other EDFs is 1.27

AI for this mode is 3.12

Total AI for this POI is 36.85. X: 529325, Y: 183634.

PTAL Rating is 6a.

Appendix C

LOCAL BUS SERVICES

Buses from Camden Town

HAMPSTEAD
Hampstead
Fitzjohn's Avenue
Swiss Cottage
South Hampstead
Belsize Road
Abbey Road
Kilburn High Road
KILBURN
Kilburn Park
Shirland Road
The Chippenham
Harrow Road
Police Station
Westbourne Park
31
White City Bus Station
for Westfield
Holland Park
Shepherd's Bush
for Westfield
27
Chiswick Business Park
Stamford Brook
Bus Garage
Turnham Green
Church
Ravenscourt Park
Rosslyn Hill
Belsize Park
Haverstock Hill
Royal Free Hospital
Hampstead Heath
South End Green
24
168
Malden Road
Adelaide Road
Chalk Farm
Chalk Farm Road
The Roundhouse
Chalk Farm
Morrisons
27
St John's Wood
Maida Vale
Hall Road
Warwick Avenue
Queensway
Paddington
Notting Hill Gate
High Street Kensington
Kensington Olympia
Hammersmith
Bus Station
HIGHGATE
Highgate Village
North Road
214
C2
Parliament Hill Fields
Highgate Road
Kentish Town
Fire Station
Kentish Town West
134
North Finchley
Tally Ho Corner
Friern Barnet
Town Hall
Muswell Hill
Broadway
Highgate
Archway
Tufnell Park
Kentish Town
HOLLOWAY
29
WOOD GREEN
Wood Green
Turnpike Lane
Harringay Green Lanes
Manor House
Finsbury Park
Stamford Hill
Clapton
Clapton Pond
Hackney Central
253
HACKNEY
Holloway
Nag's Head
Holloway Prison
York Way
Agar Grove
Market Road
for Caledonian Road
Pentonville Prison
Caledonian Road
& Barnsbury
Copenhagen Street
Hemingford Road
Islington
Angel
Pentonville Road
274
Old Street
Gray's Inn Road
Moorgate
Finsbury Square
214
Farringdon Street
Stonecutter Street
46
Chancery Lane
Holborn Circus
Holborn
Aldwych
for Covent Garden
Russell Square
King's Cross
Eversholt Street
EUSTON
Euston
253
Camden Street
St Pancras International
Gloucester Avenue
London Zoo
Regent's Park Road
Prince Albert Road
Lord's Cricket Ground
St Mary's Hospital
Albany Street
Regent's Park
Marylebone
Baker Street
for Madame Tussaud's
Orchard Street
Selfridges
Marble Arch
Lancaster Gate
46
274
Mornington Crescent
Hampstead Road
Warren Street
Great Portland Street
Oxford Circus
Regent Street
Piccadilly Circus
Green Park
Hyde Park Corner
Victoria Street
134
University College Hospital
Tottenham Court Road
Leicester Square
29
Trafalgar Square
for Charing Cross
Whitehall Horse Guards Parade
Westminster
Parliament Square
Tate Britain
C2
Pimlico
Grosvenor Road
24
Pimlico
St George's Square
Victoria
VICTORIA
Vauxhall
Stockwell
Clapham North
for Clapham High Street
Clapham Common
CLAPHAM
88
Clapham Common Old Town
River Thames
WATERLOO
Waterloo
for Southbank Arts Centre and IMAX Cinema
Elephant & Castle
New Kent Road
Bricklayers Arms
Old Kent Road
Tesco
168

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath Pimlico	X D, M, S, V
27 (24 hour service)	Chalk Farm Chiswick Business Park	X D, M, T, V
29	Trafalgar Square Wood Green	F, S, V E, G, N, Y
31	White City	U, X
46	Farringdon Street Lancaster Gate	D, J B, H, Q
88 (24 hour service)	Clapham Common	C, T, V
134 (24 hour service)	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214 (24 hour service)	Highgate Village Moorgate	A, L, Y D, R, T, W
253	Euston Hackney Central	F, R, T, W E, G, N, Y
274	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
C2 (24 hour service)	Parliament Hill Fields Victoria	A, CW, CX, L CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware Trafalgar Square	X D, M, S, W
N20	Barnet Trafalgar Square	A, L, Y D, S, W
N28	Wandsworth	U, X
N29	Enfield Trafalgar Square	E, G, N, Y F, S, V
N31	Clapham Junction	U, X
N253	Aldgate Tottenham Court Road	E, G, N, Y F, S, W
N279	Trafalgar Square Waltham Cross	F, S, V E, G, N, Y

Information correct from 10 November 2012

Appendix D

OVERGROUND SERVICES MAP

London Overground

Cheshunt
Theobalds Grove
Turkey Street
Bush Hill Park
Enfield Town
Southbury
Edmonton Green
Silver Street
White Hart Lane
Bruce Grove
Watford Junction
Watford High Street
Bushey
Carpenders Park
Hatch End
Headstone Lane
Harrow & Wealdstone
Kenton
South Kenton
North Wembley
Wembley Central
Stonebridge Park
Harlesden
Harringay Green Lanes
Seven Sisters
Victoria
Crouch Hill
Upper Holloway
Stamford Hill
Stoke Newington
Rectory Road
Chingford
Highams Park
Wood Street
Victoria
Walthamstow Central
South Tottenham
Blackhorse Road
Victoria
Leyton Midland Road
Walthamstow Queen's Road
St. James Street
Leytonstone High Road
Clapton
Wanstead Park
TfL Rail
Forest Gate 300m
Woodgrange Park
Barking
District
Hammersmith & City
Hackney Downs
Hackney Central
Homerton
Hackney Wick
Stratford
Central
Jubilee
DLR
TfL Rail
Trains to Southend
Dalston Kingsland
Dalston Junction
Haggerston
Hoxton
Shoreditch High Street
London Fields
Cambridge Heath
Bethnal Green
Liverpool Street
Central
Circle
Hammersmith & City
Metropolitan
TfL Rail
Trains to Southend
Trains to Stansted
Whitechapel
District
Hammersmith & City
Shadwell
DLR
100m
Wapping
Rotherhithe
Canada Water
Jubilee
Surrey Quays
New Cross
New Cross Gate
Brockley
Honor Oak Park
Forest Hill
Sydenham
Peckham Rye
Queens Road Peckham
Denmark Hill
Clapham High Street
Northern
Clapham North 100m
Clapham Junction
Trains to Gatwick
Wandsworth Road
Crystal Palace
West Croydon
Tramlink
Norwood Junction
Anerley
Penge West
Hampstead Heath
Finchley Road & Frognal
West Hampstead
Jubilee
100m
Trains to Luton
Brondesbury
Brondesbury Park
Kensal Rise
Willesden Junction
Bakerloo
Kensal Green
Queen's Park
Bakerloo
Kilburn High Road
South Hampstead
Euston
Northern
Victoria
Gospel Oak
Kentish Town West
Camden Road
Caledonian Road & Barnsbury
Highbury & Islington
Victoria
Canonbury
Acton Central
Shepherd's Bush
Central
100m
South Acton
Gunnersbury
District
Kensington (Olympia)
District line open weekends, public holidays and some Olympia events
District
West Brompton
District
Kew Gardens
Richmond
Imperial Wharf
River Thames
River Thames

Romford
TfL Rail
Emerson Park
Upminster
District

Romford to Upminster services end at 2141/2154 Mondays to Fridays, and 1941/1954 Saturdays. No Sunday service.

Key to symbols

- Interchange stations
- Step-free access from street to train
- Step-free access from street to platform
- National Rail
- Riverboat services
- Cambridge Heath and London Fields are not served by trains to/from Chingford

Correct at time of going to print 05.2015

MAYOR OF LONDON

OVERGROUND

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

Appendix E

UNDERGROUND AND RAIL SERVICES MAP

London's Rail & Tube services

tfl.gov.uk

Website nationalrail.co.uk

Key to lines and symbols

- Bakerloo
- Central
- Circle
- District (limited service)
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- Docklands Light Railway
- London Overground
- London Tramlink
- Emirates Air Line
- Chiltern Railways
- c2c
- First Capital Connect (limited service)
- First Great Western
- Greater Anglia
- Heathrow Connect
- Heathrow Express
- London Midland
- Southern (limited service)
- Southeastern (limited service)
- Southeastern high speed
- South West Trains

- Interchange stations
- Airport
- Riverboat services
- Emirates Air Line

Archway — Station in both fare zones

Tramlink fare zone

Emirates Air Line fare zone

Embankment
Bakerloo and Northern line trains will not stop at this station from early January 2014 until early November 2014

Oyster pay as you go fares are available between all stations within the black broken line **except** for travel on:
- Southeastern high speed,
- Heathrow Express and
- Heathrow Connect between Hayes & Harlington and Heathrow.

For fares information visit **tfl.gov.uk/tickets**

Find your station

December 2013 poster

National Rail

Transport for London

Appendix F

TRICS REPORT

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

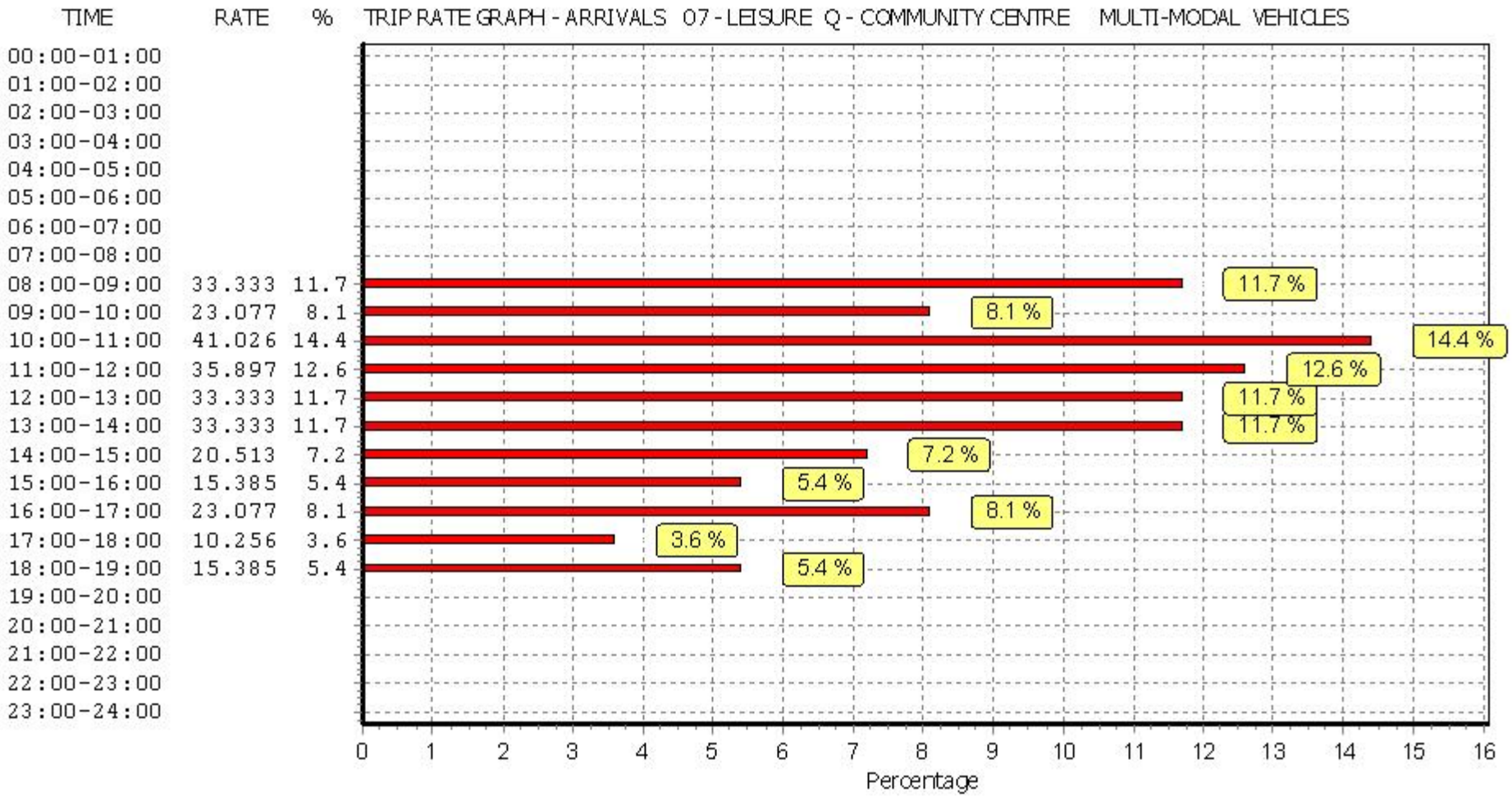
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

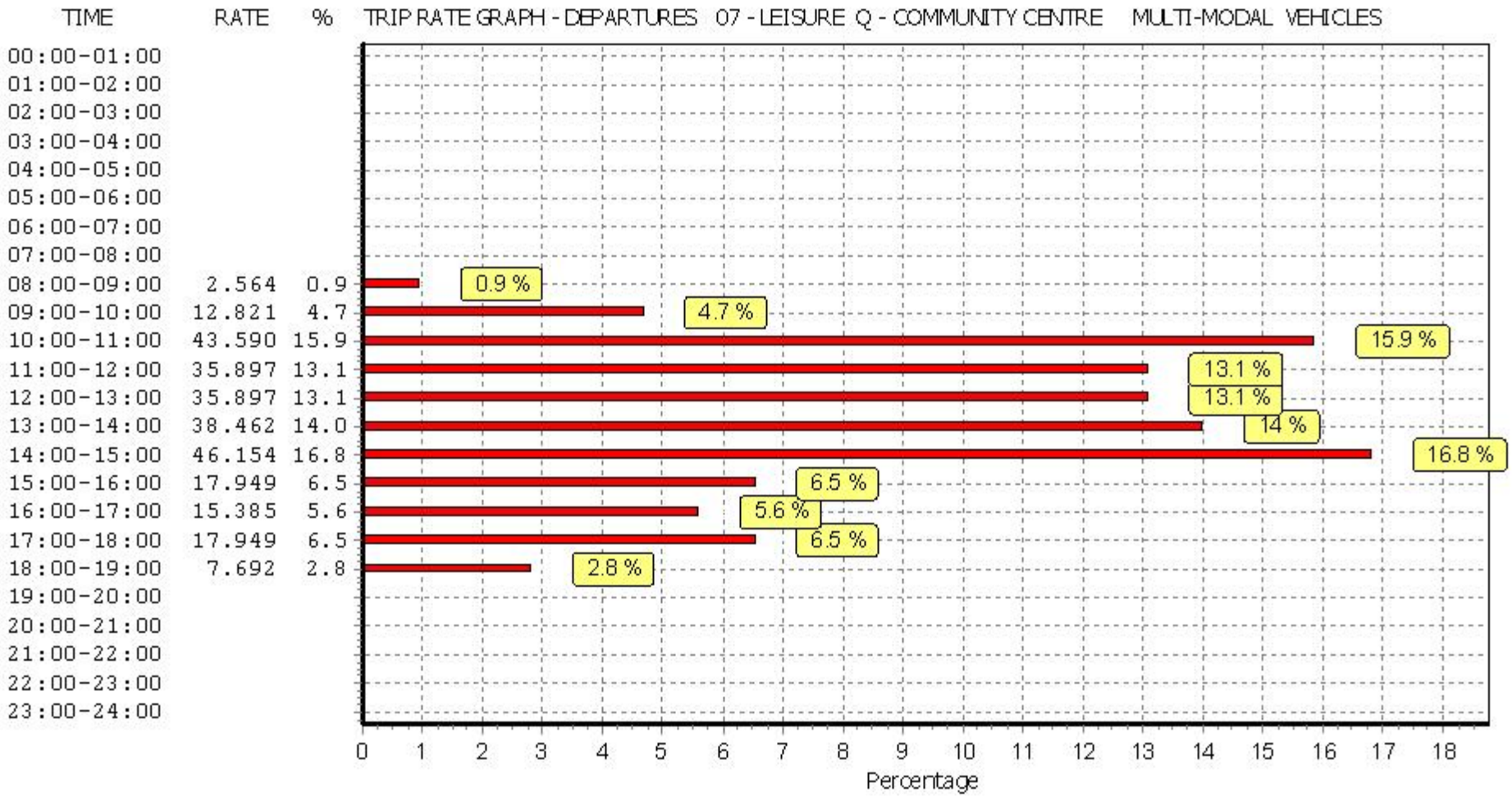
Parameter summary

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

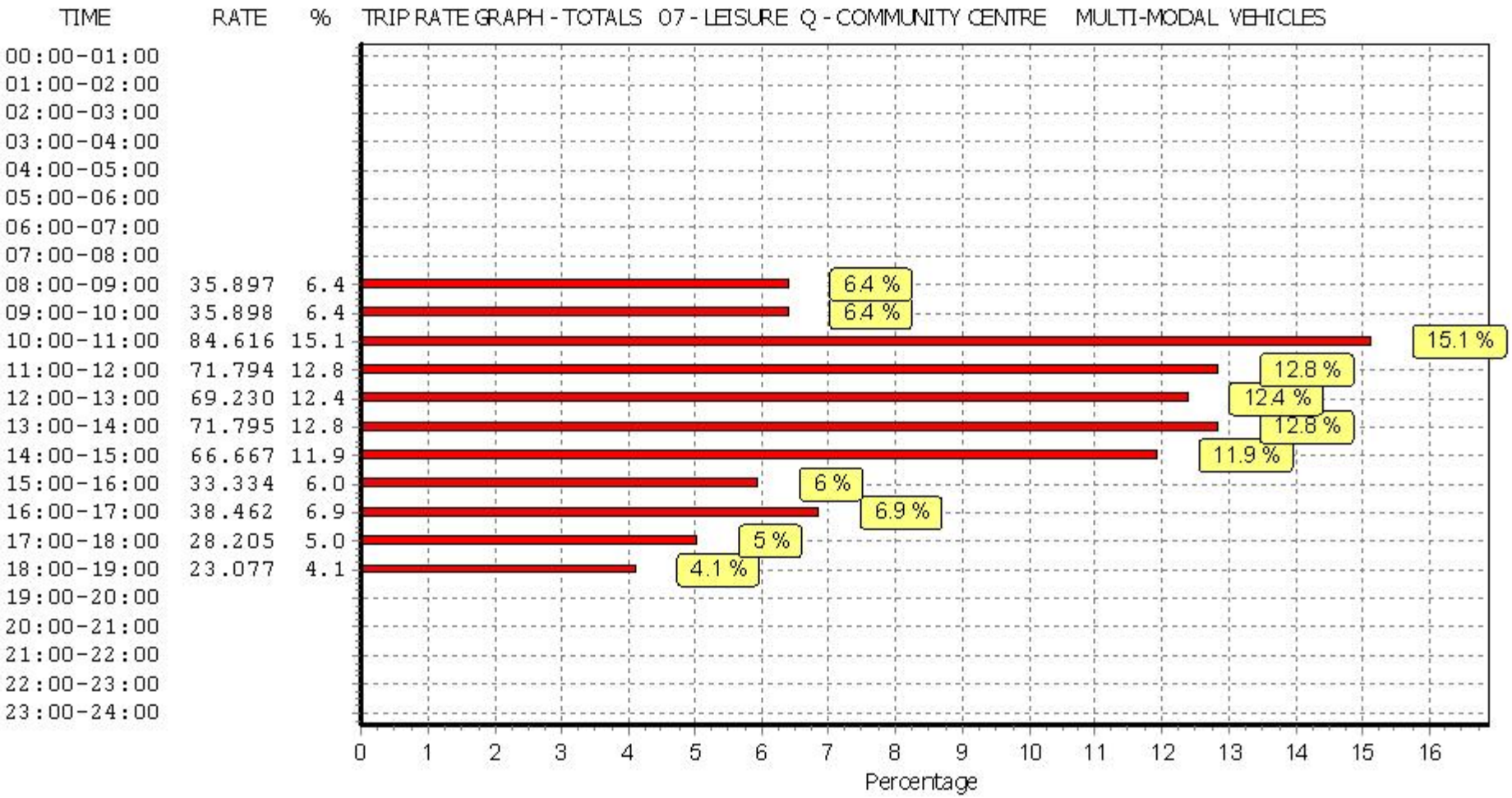
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 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

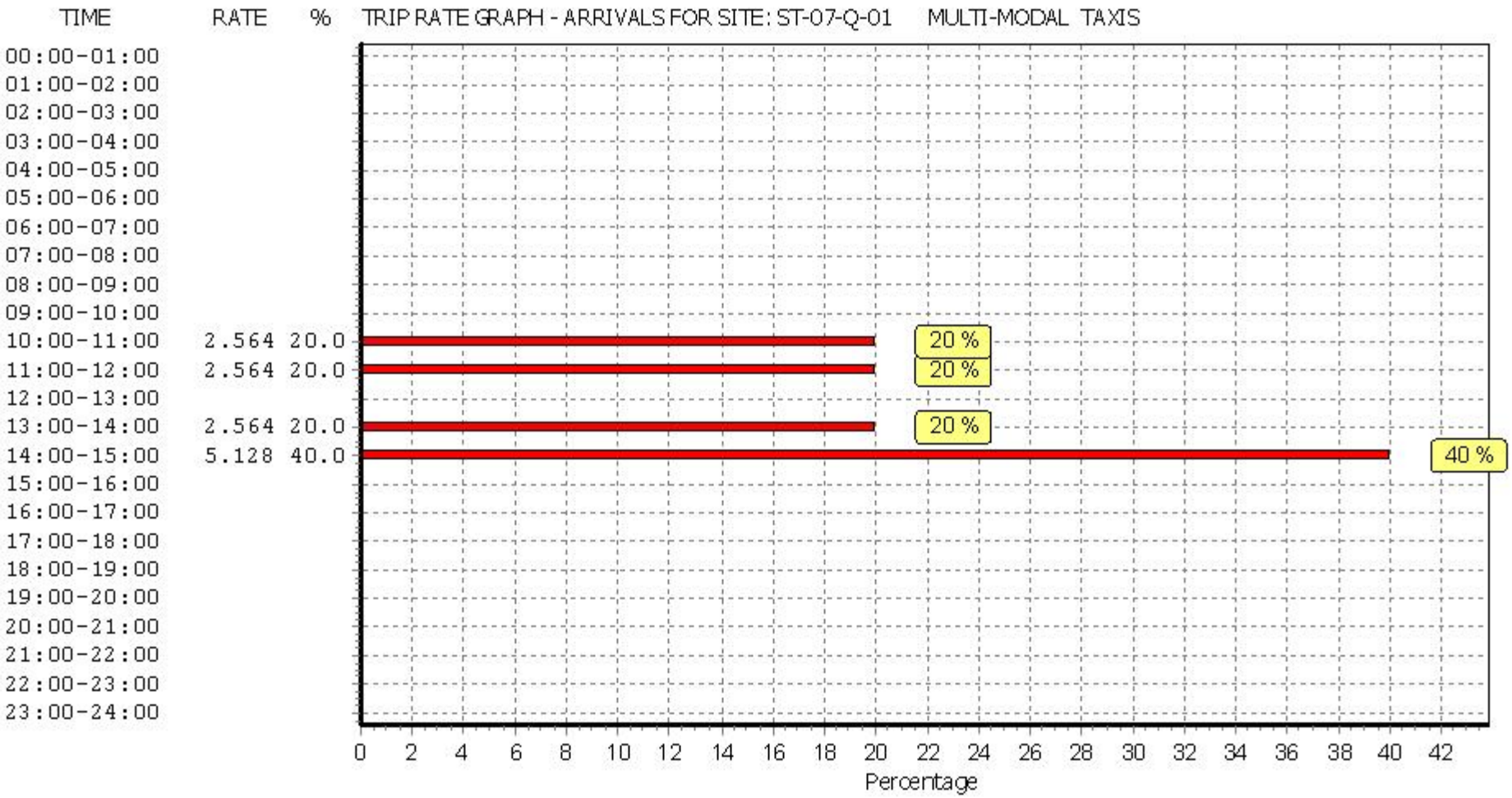
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

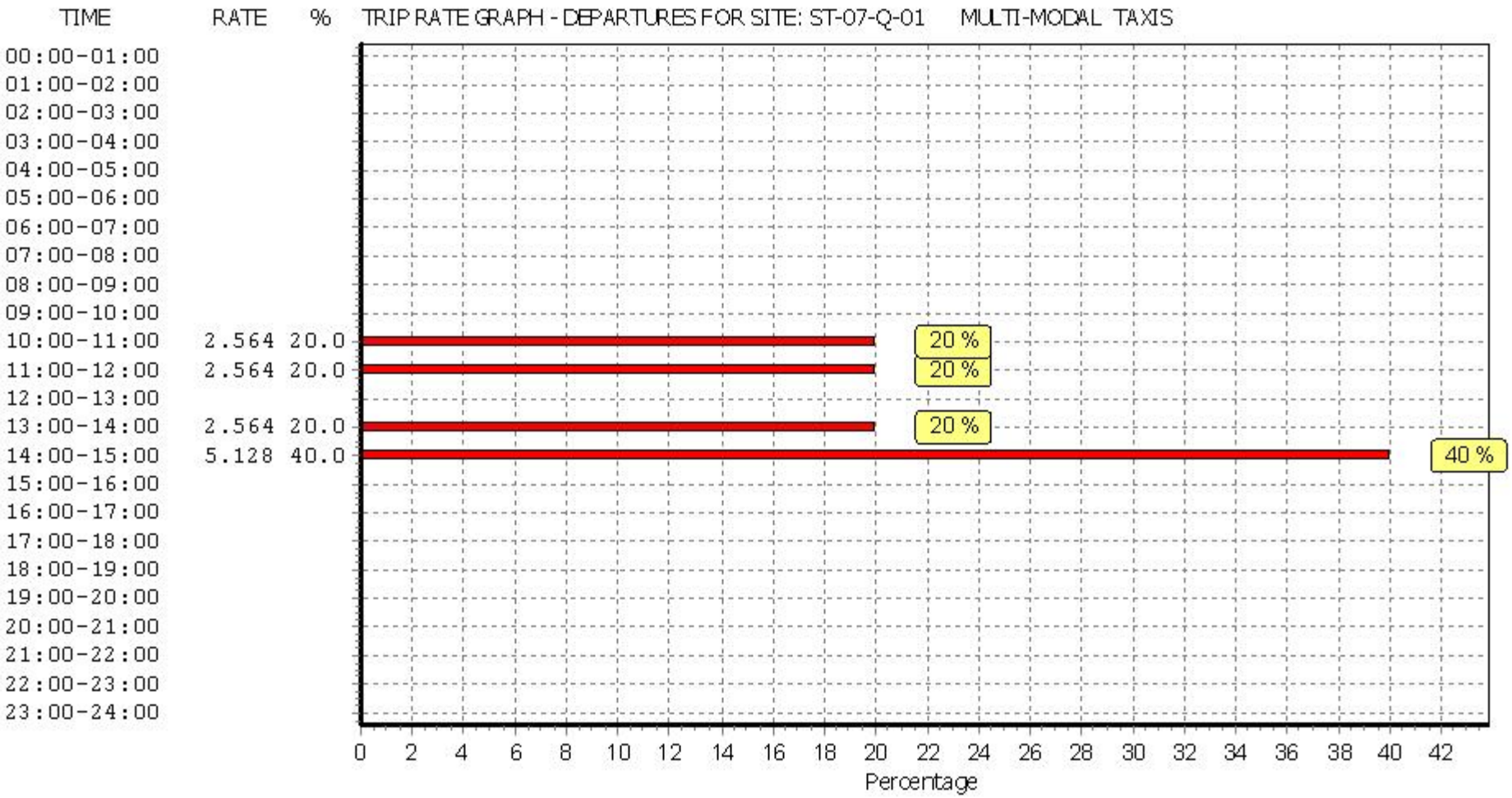
Parameter summary

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

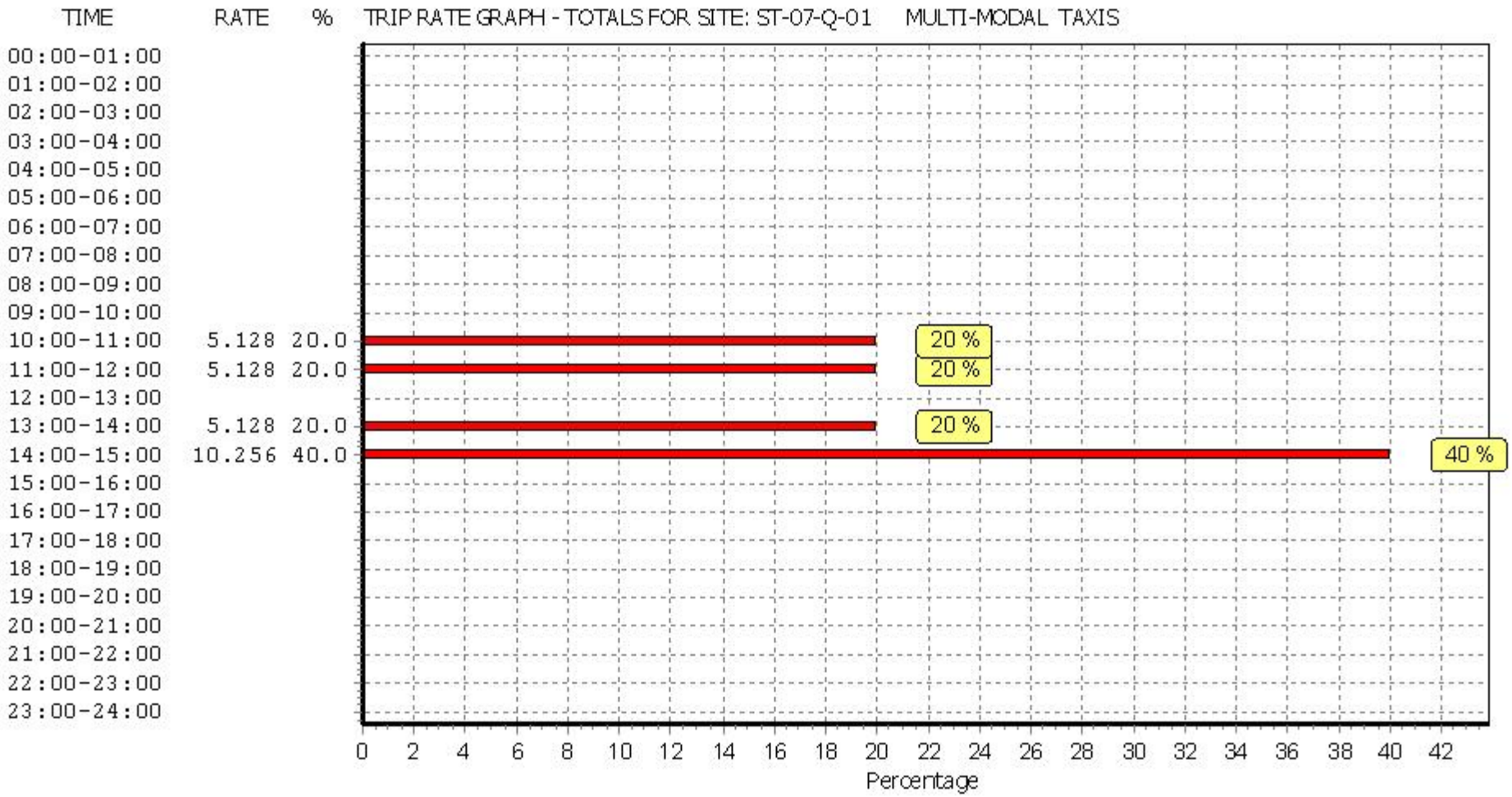
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 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

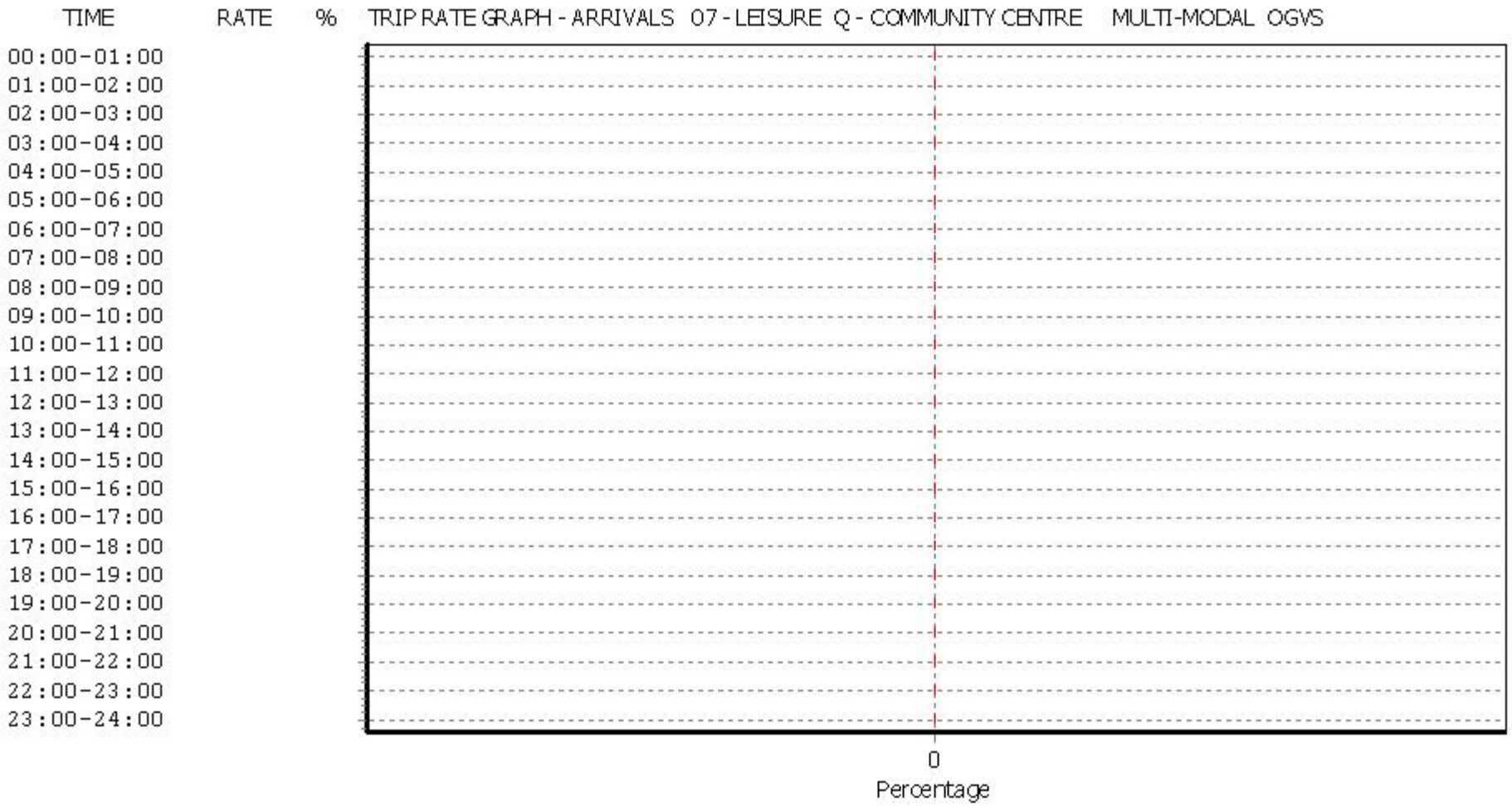
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

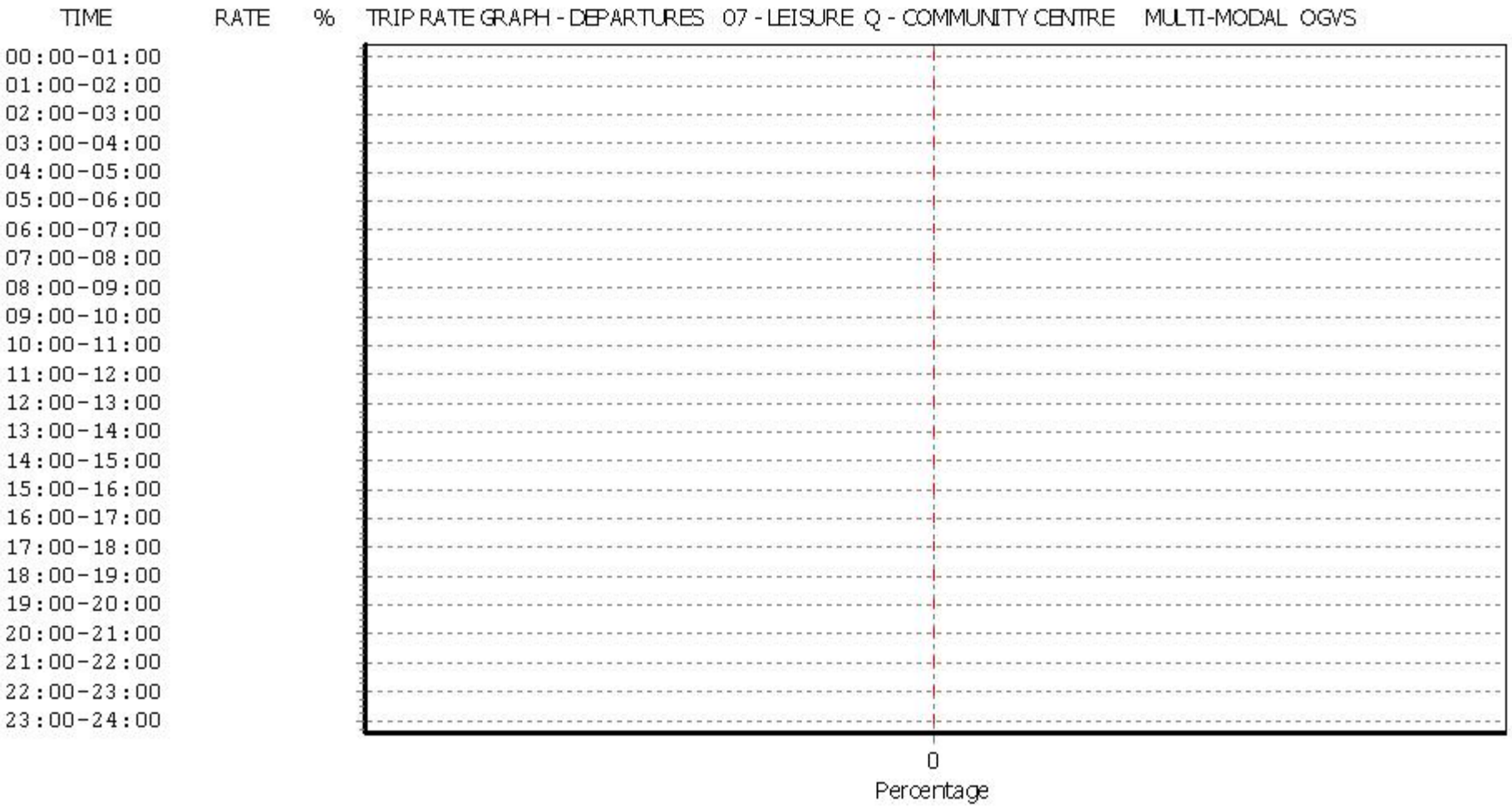
Parameter summary

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

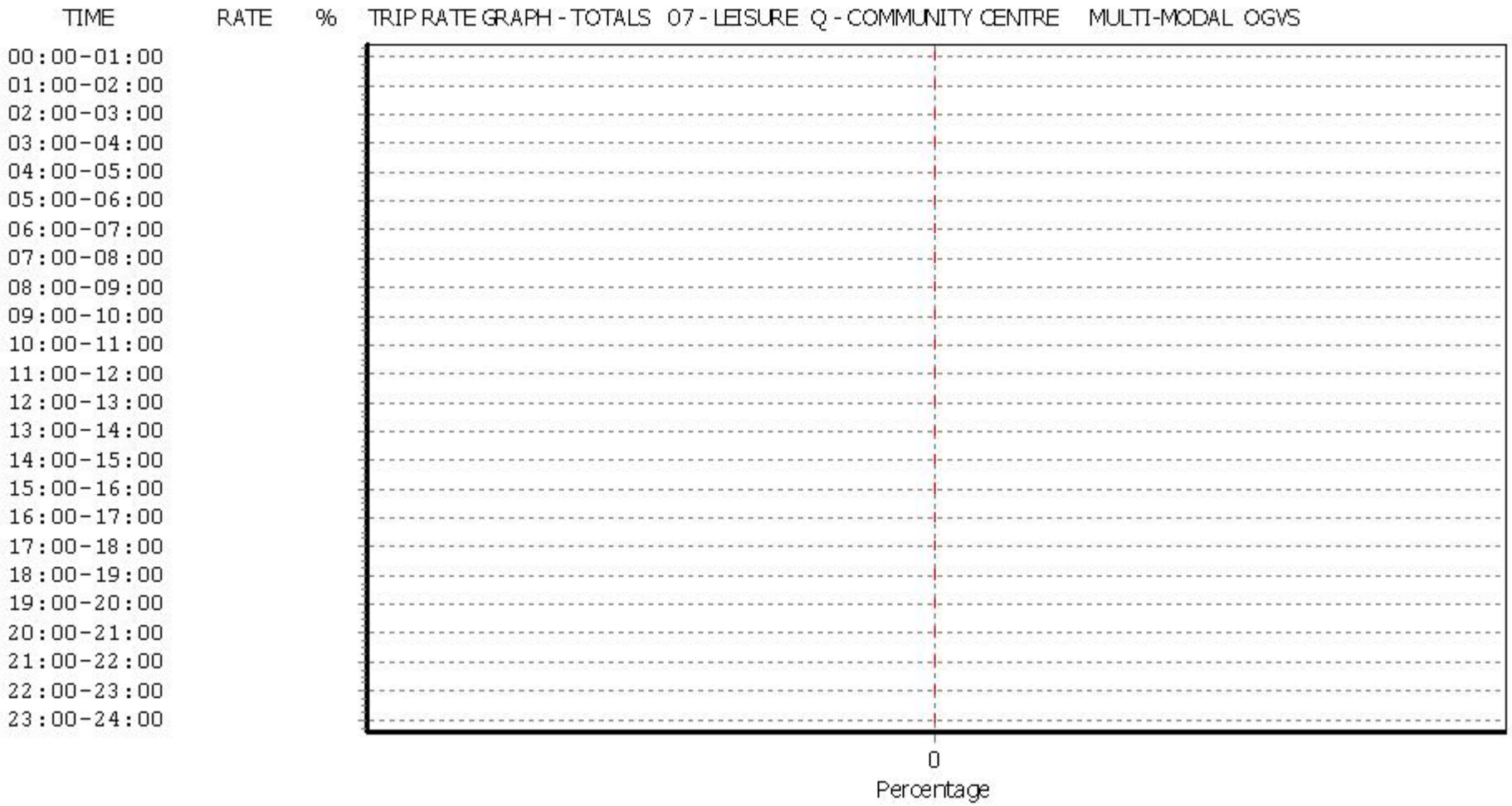
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 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

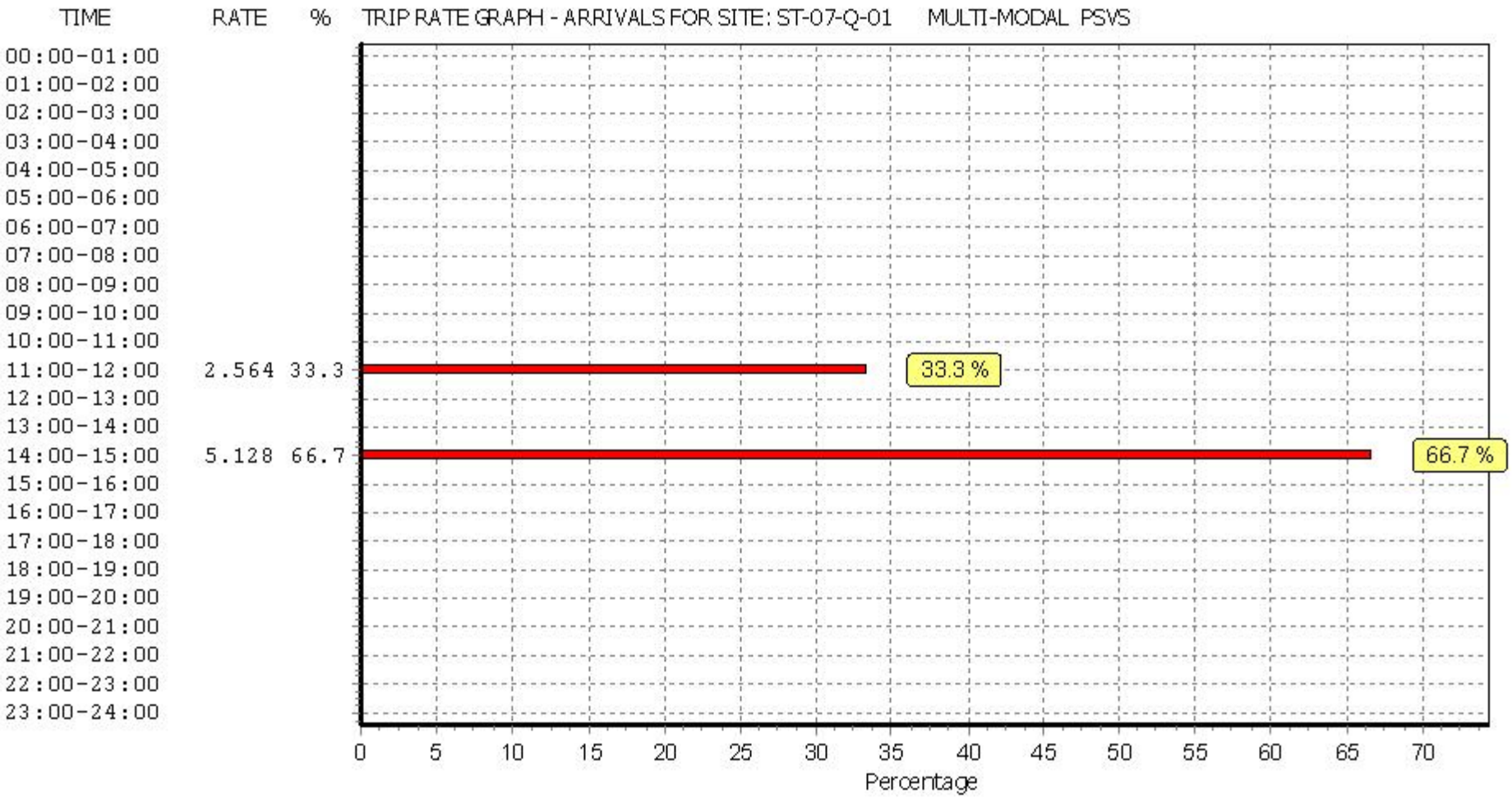
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

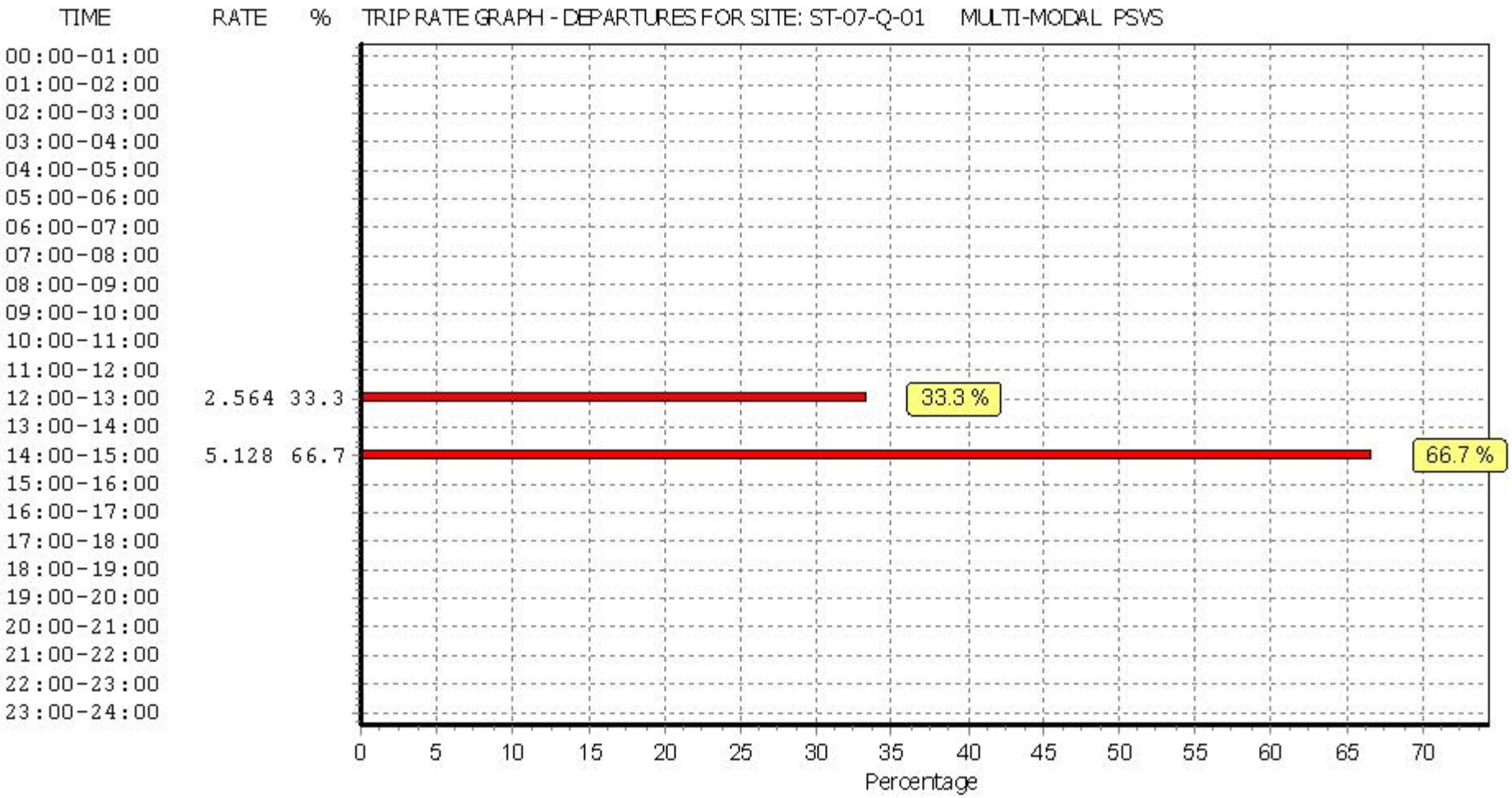
Parameter summary

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

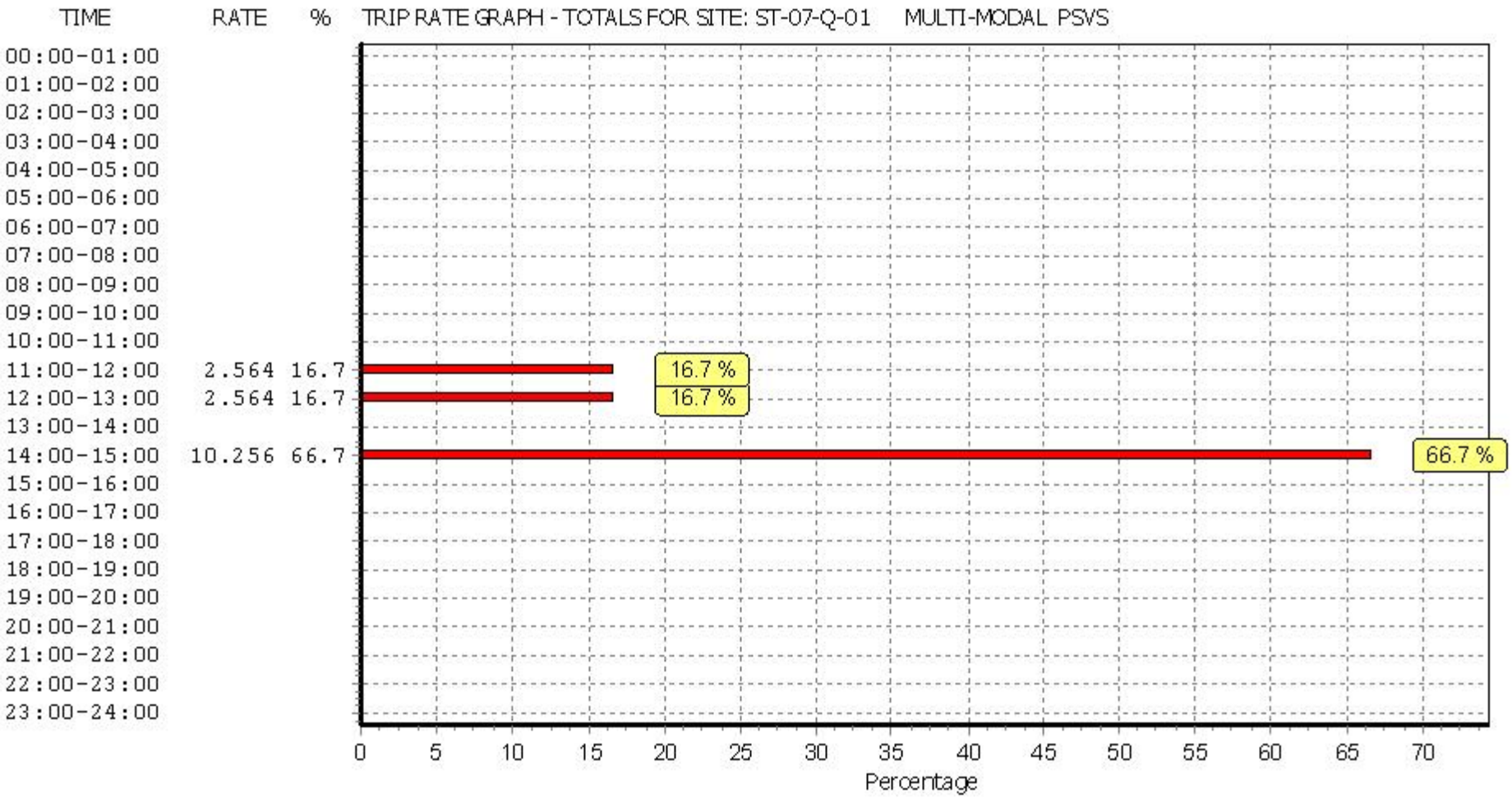
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

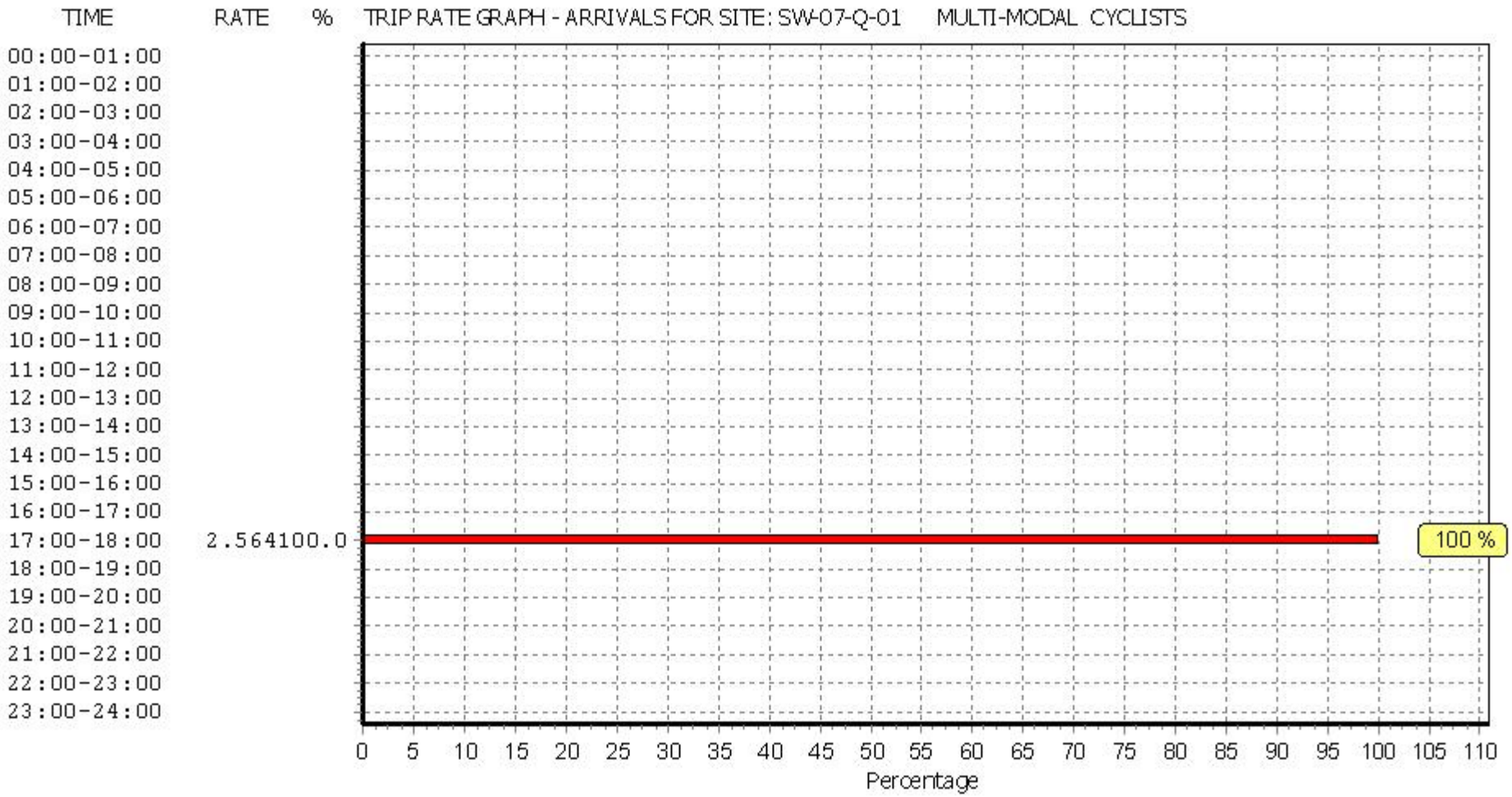
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

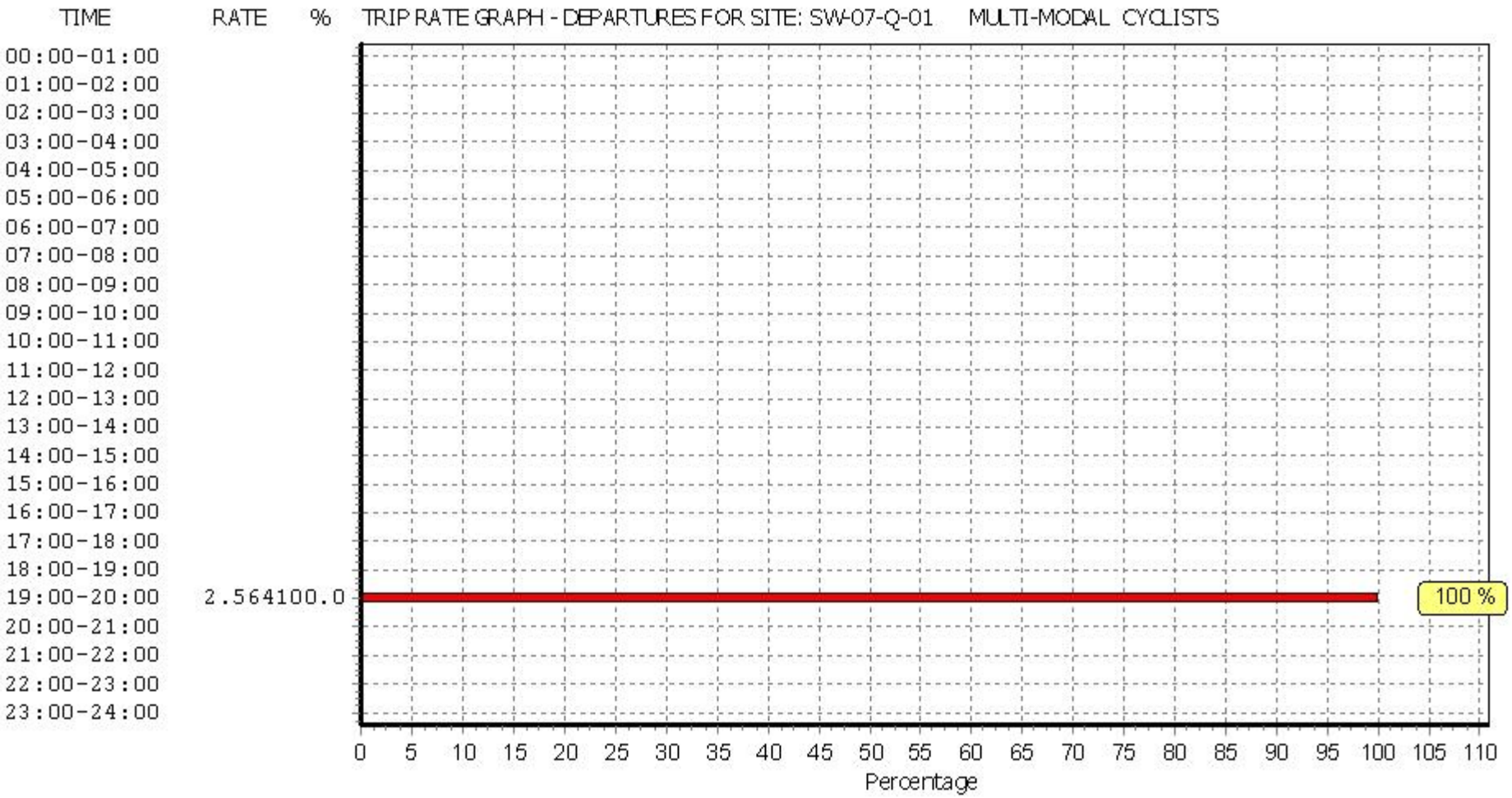
Parameter summary

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

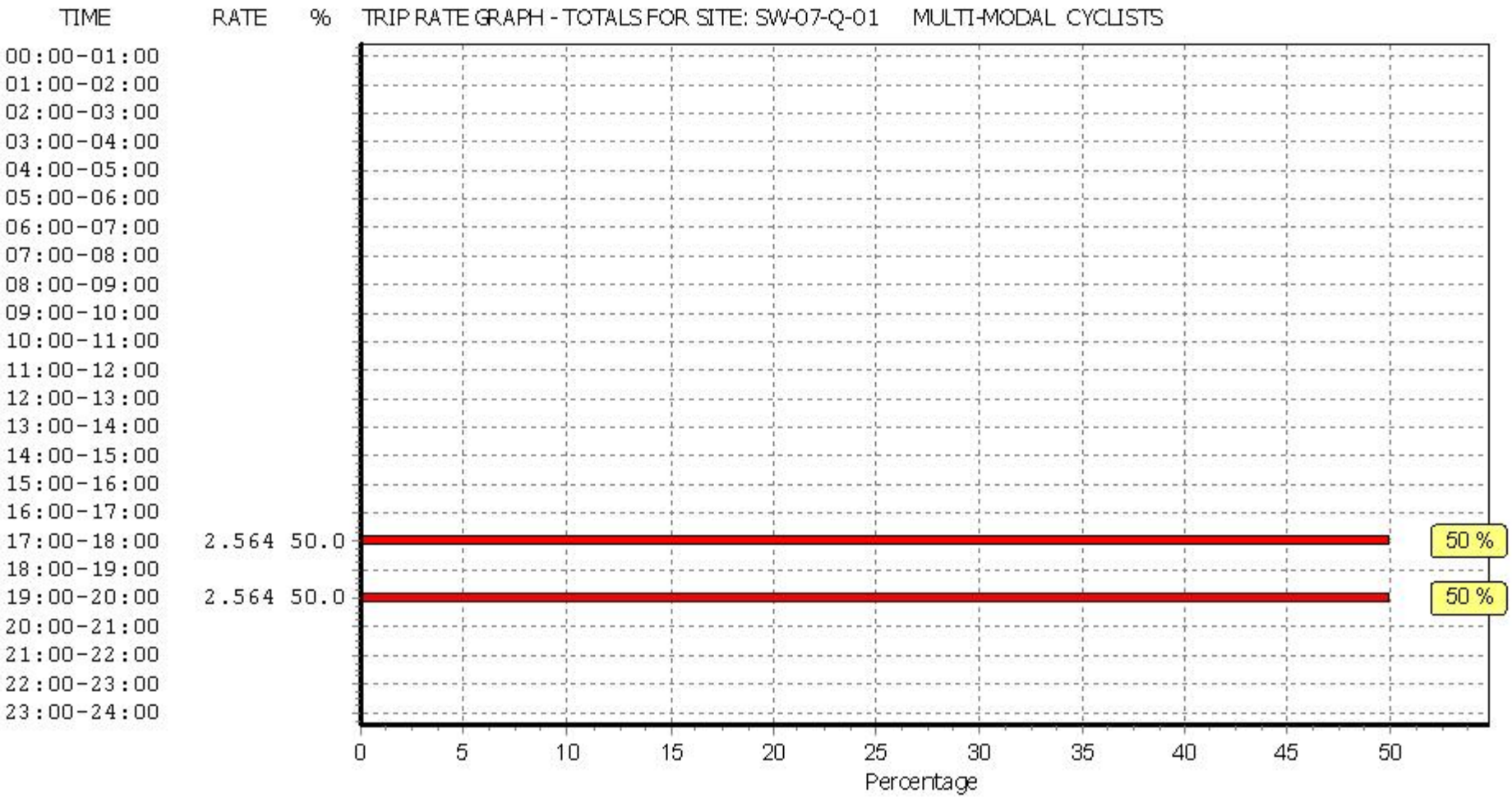
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

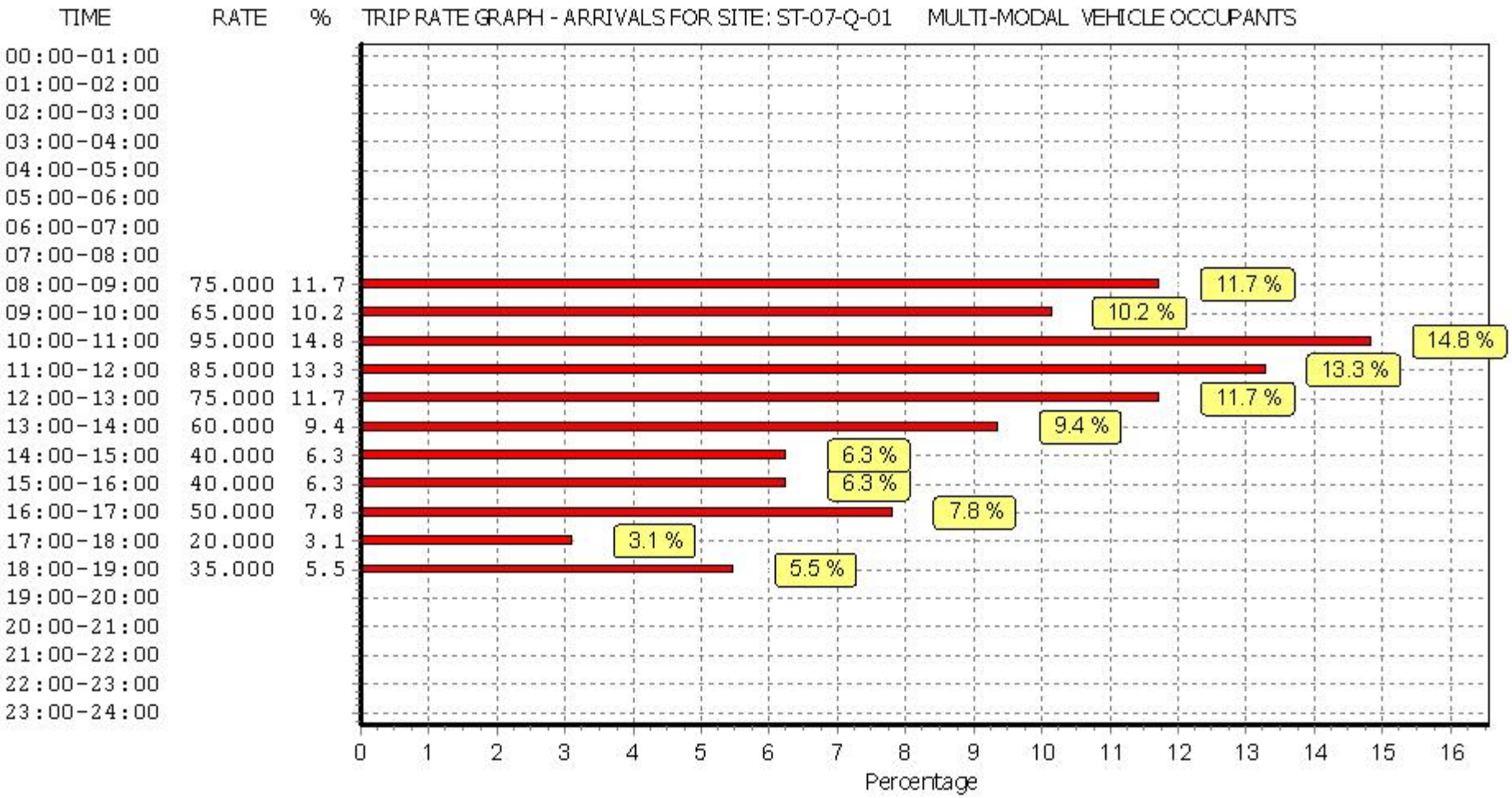
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

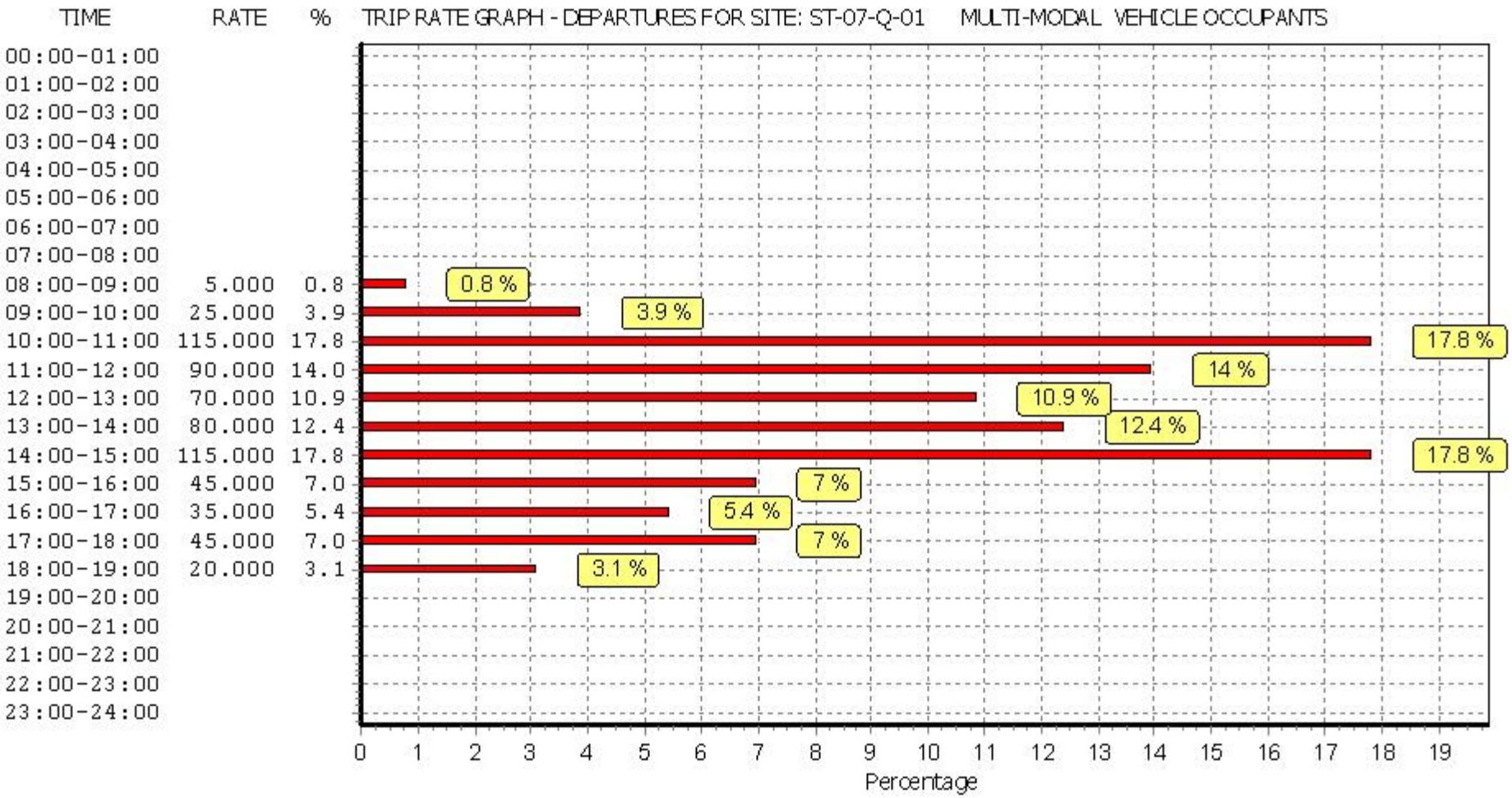
Parameter summary

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

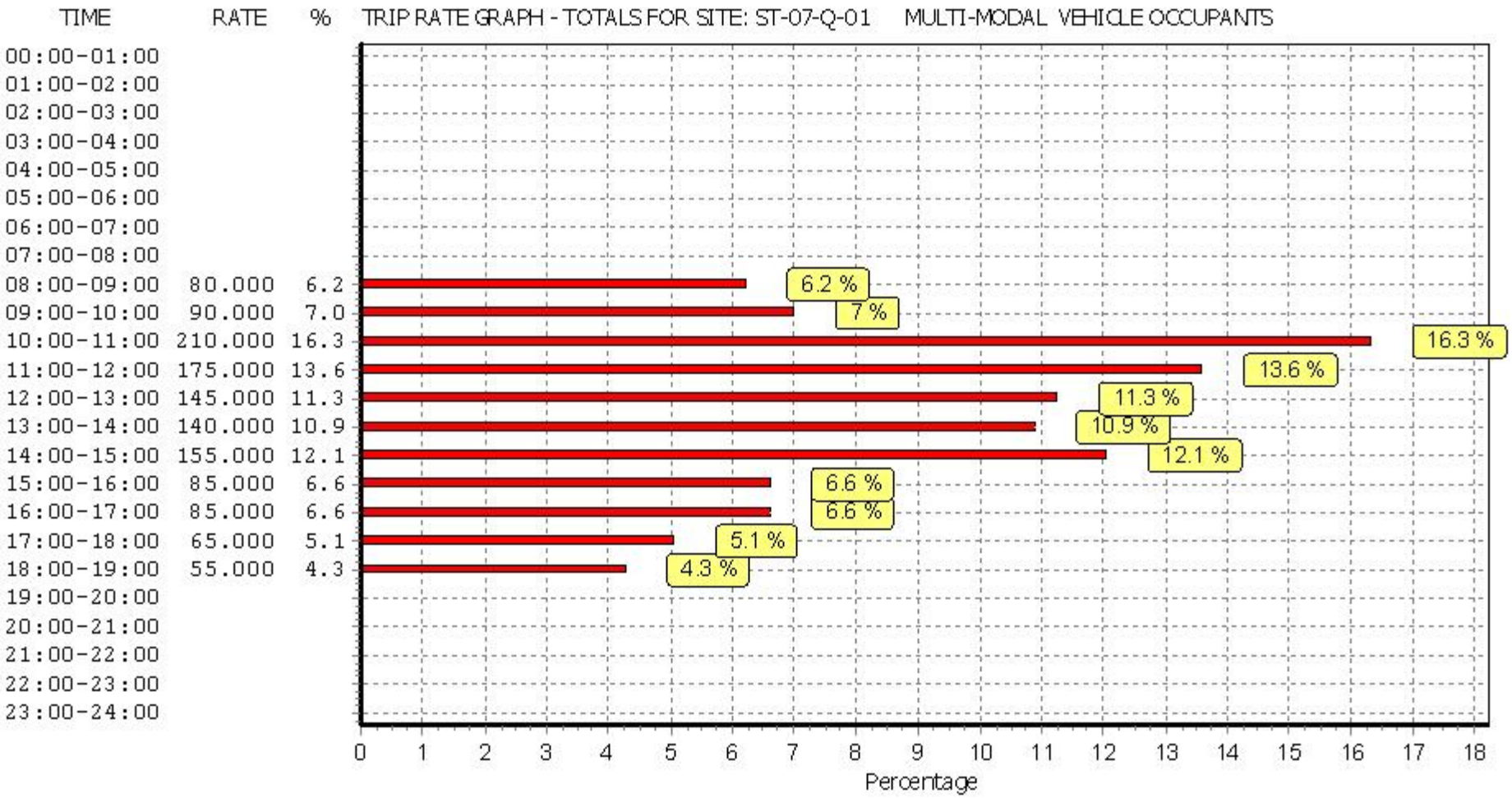
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

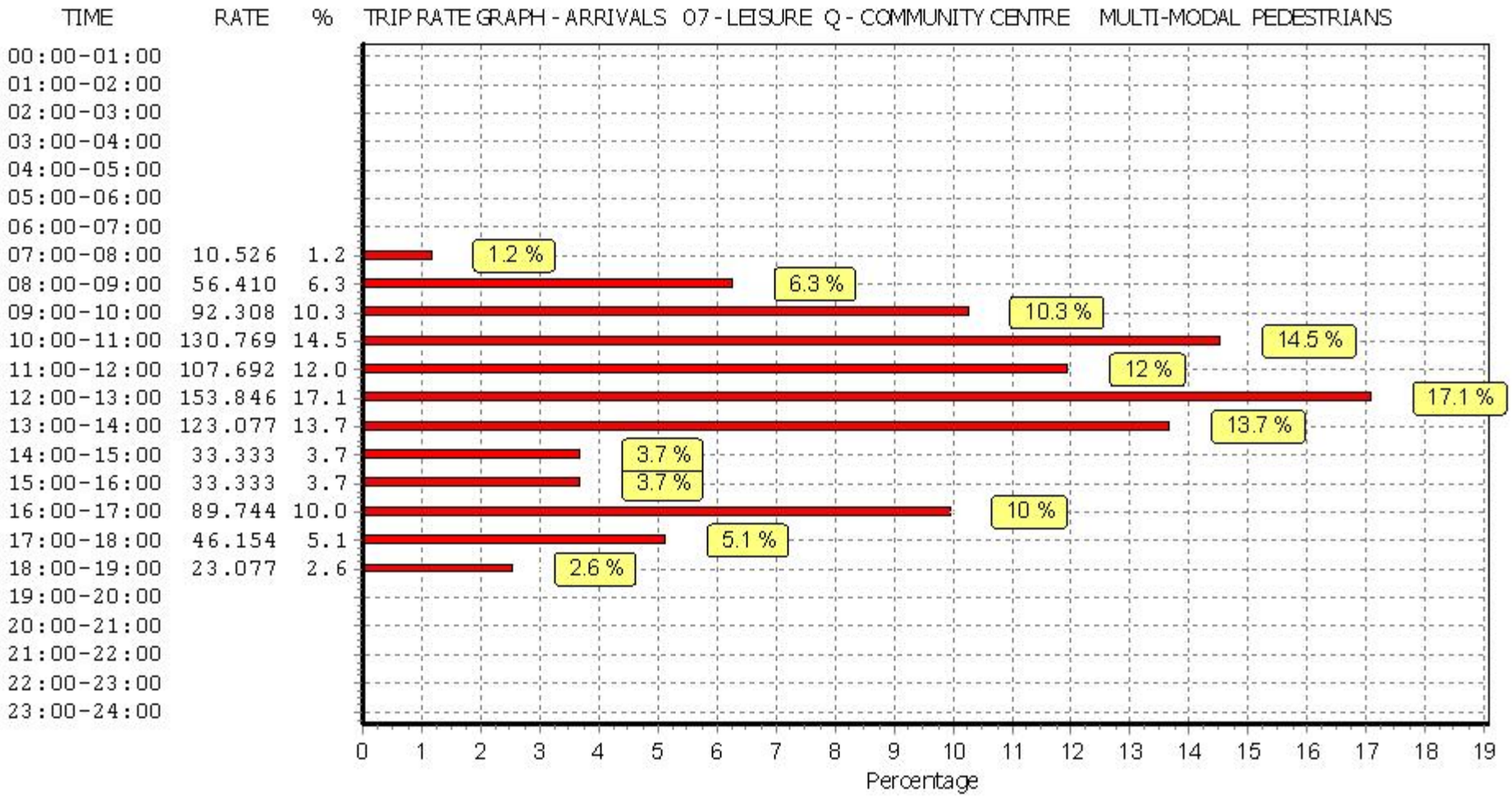
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

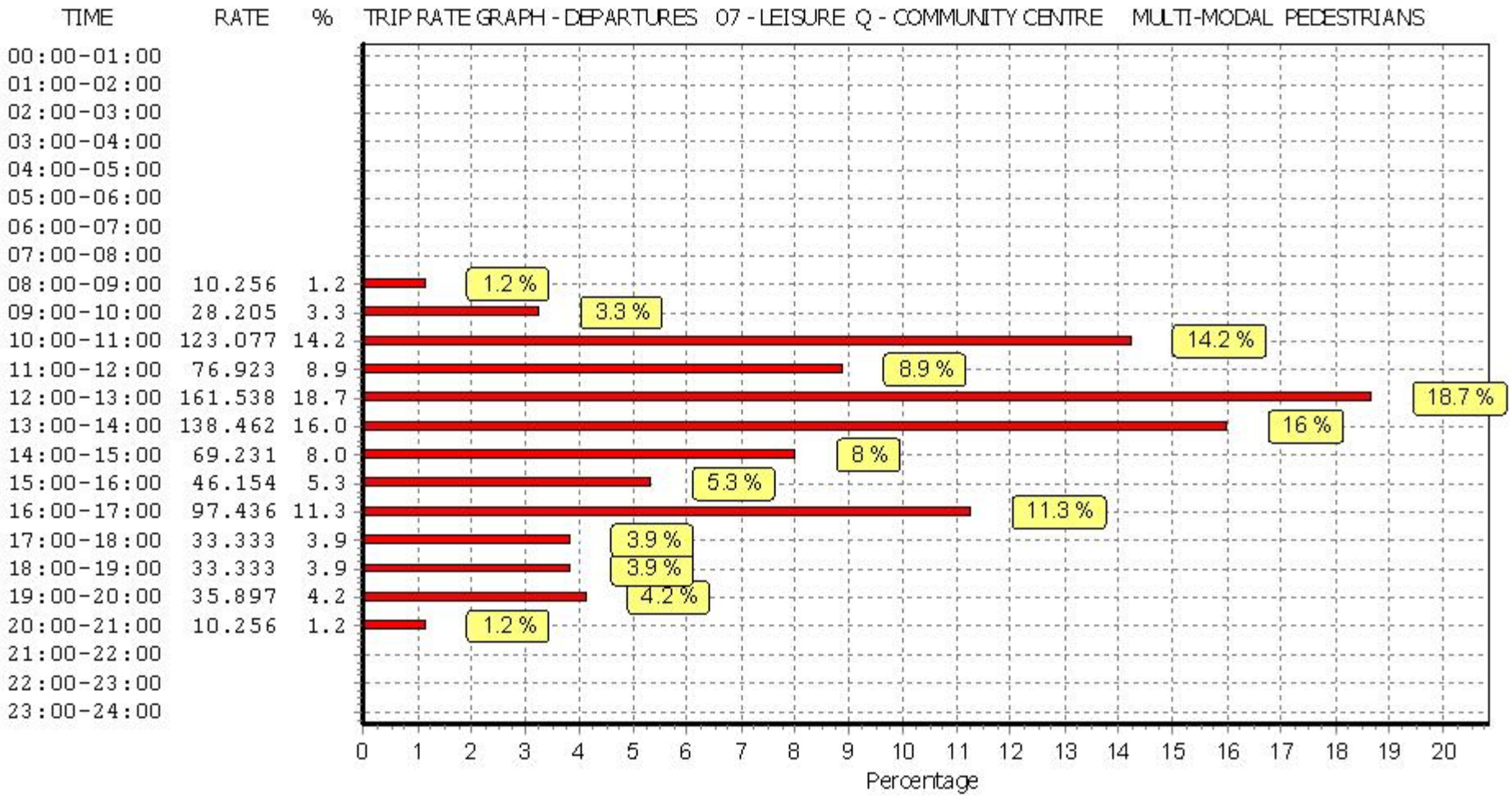
Parameter summary

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

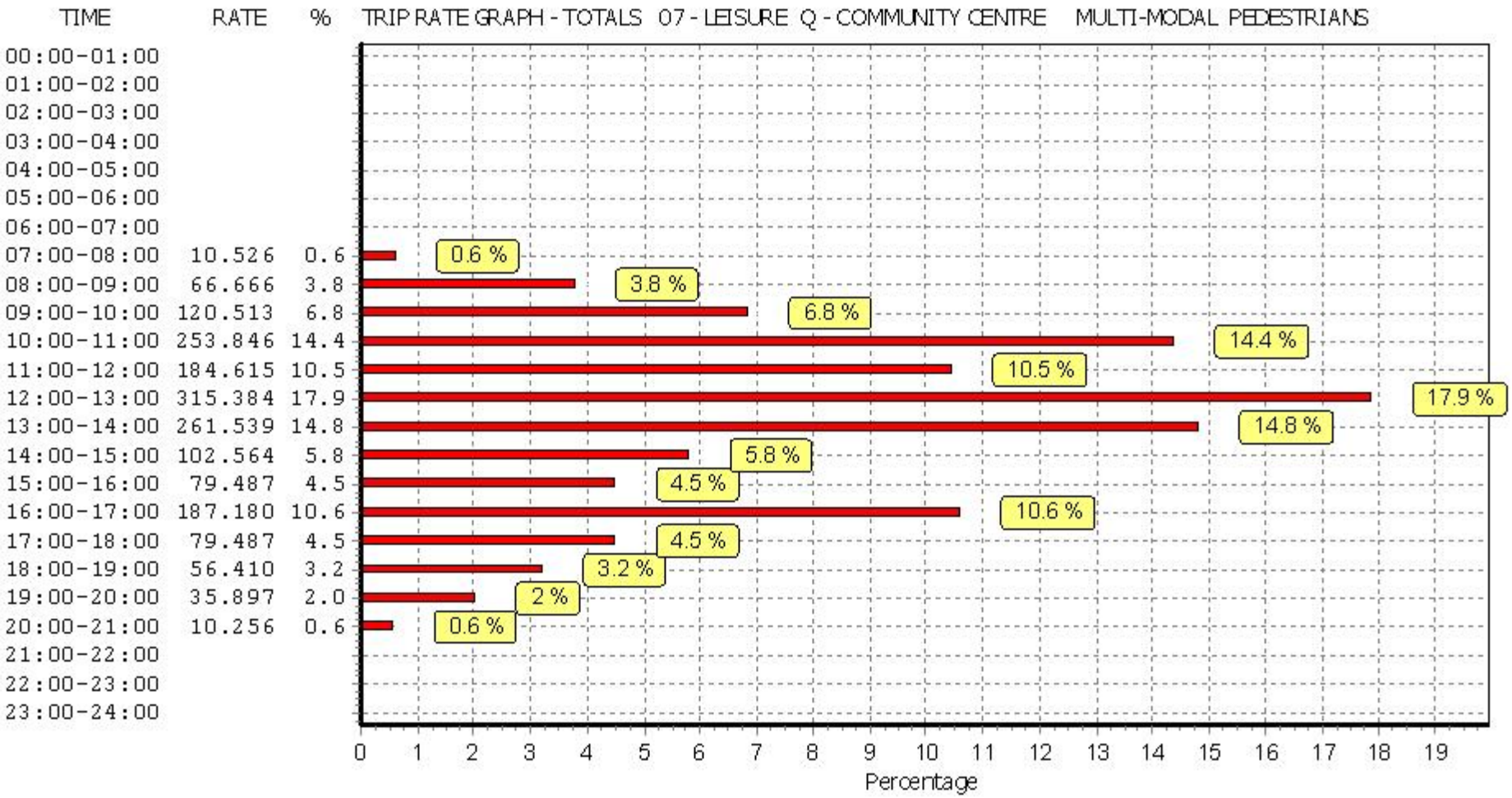
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

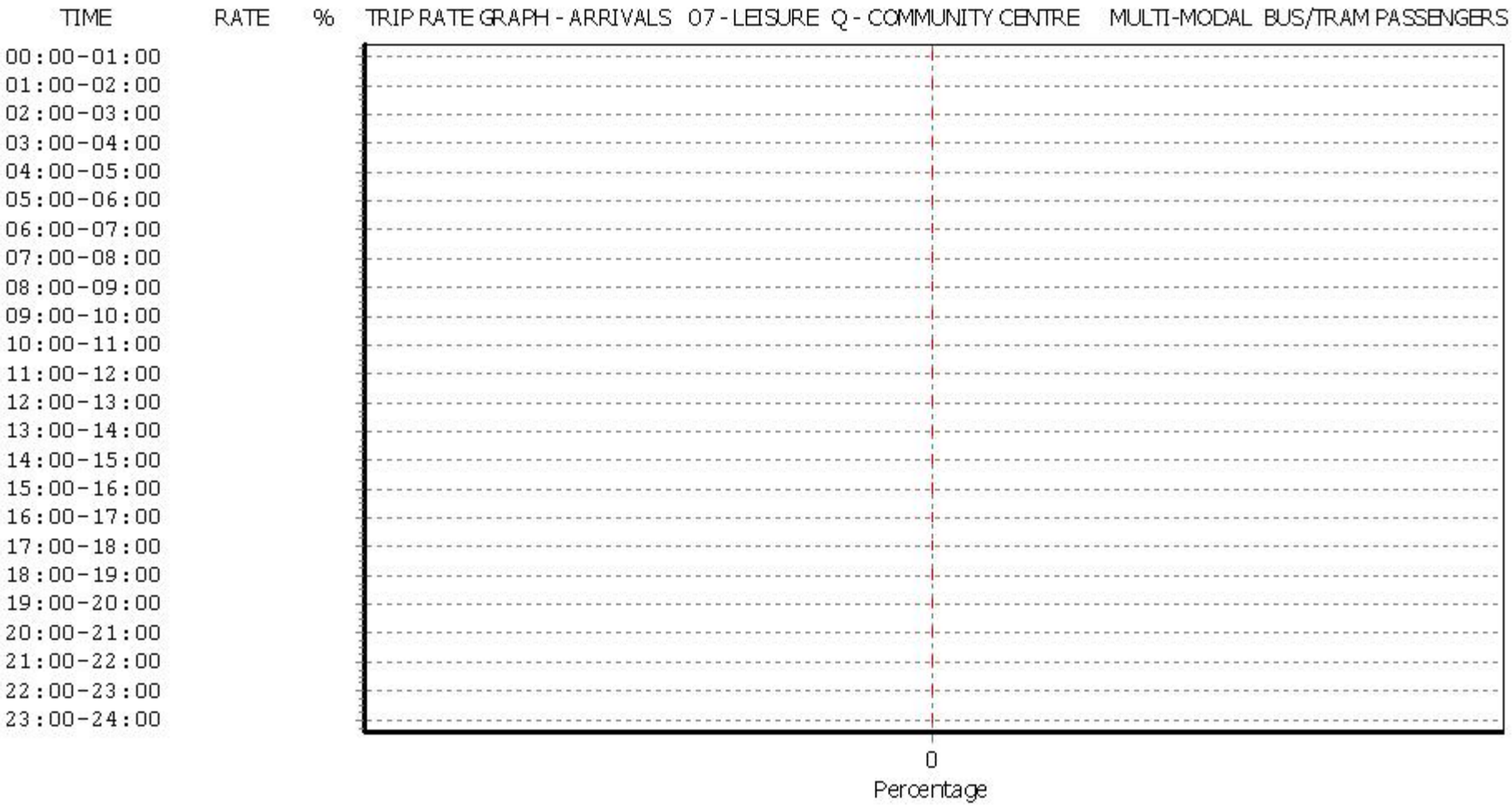
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

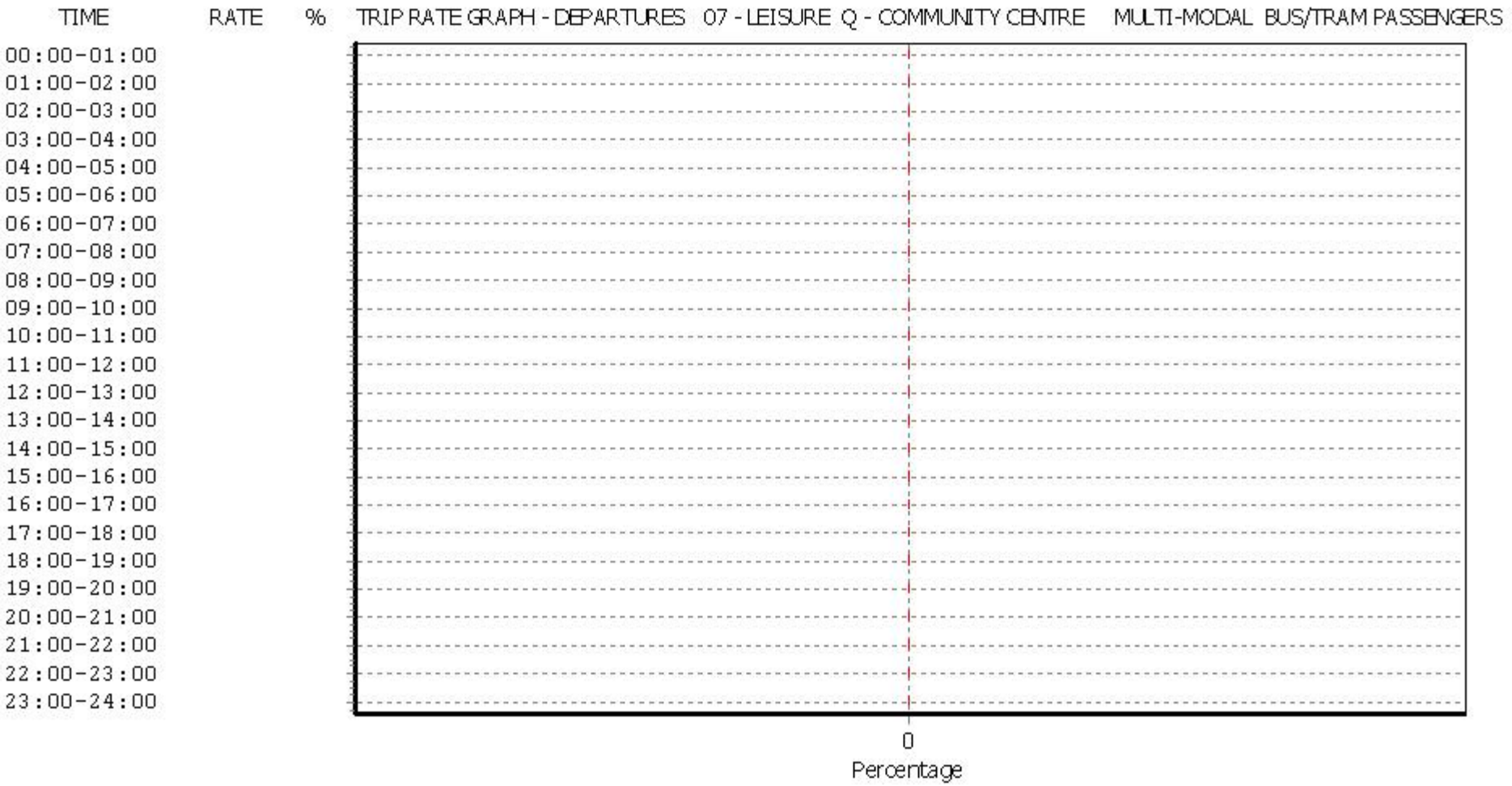
Parameter summary

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.



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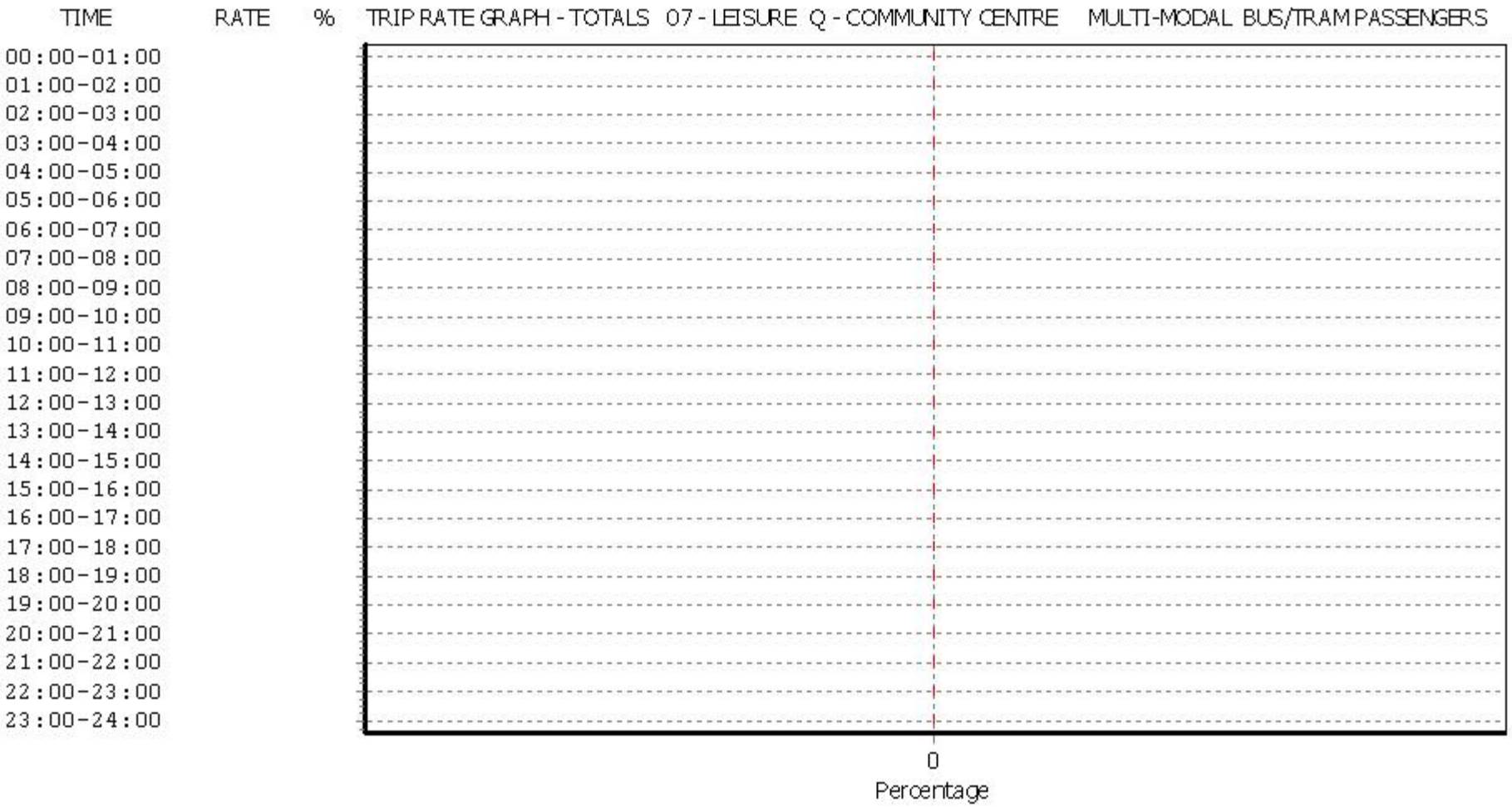

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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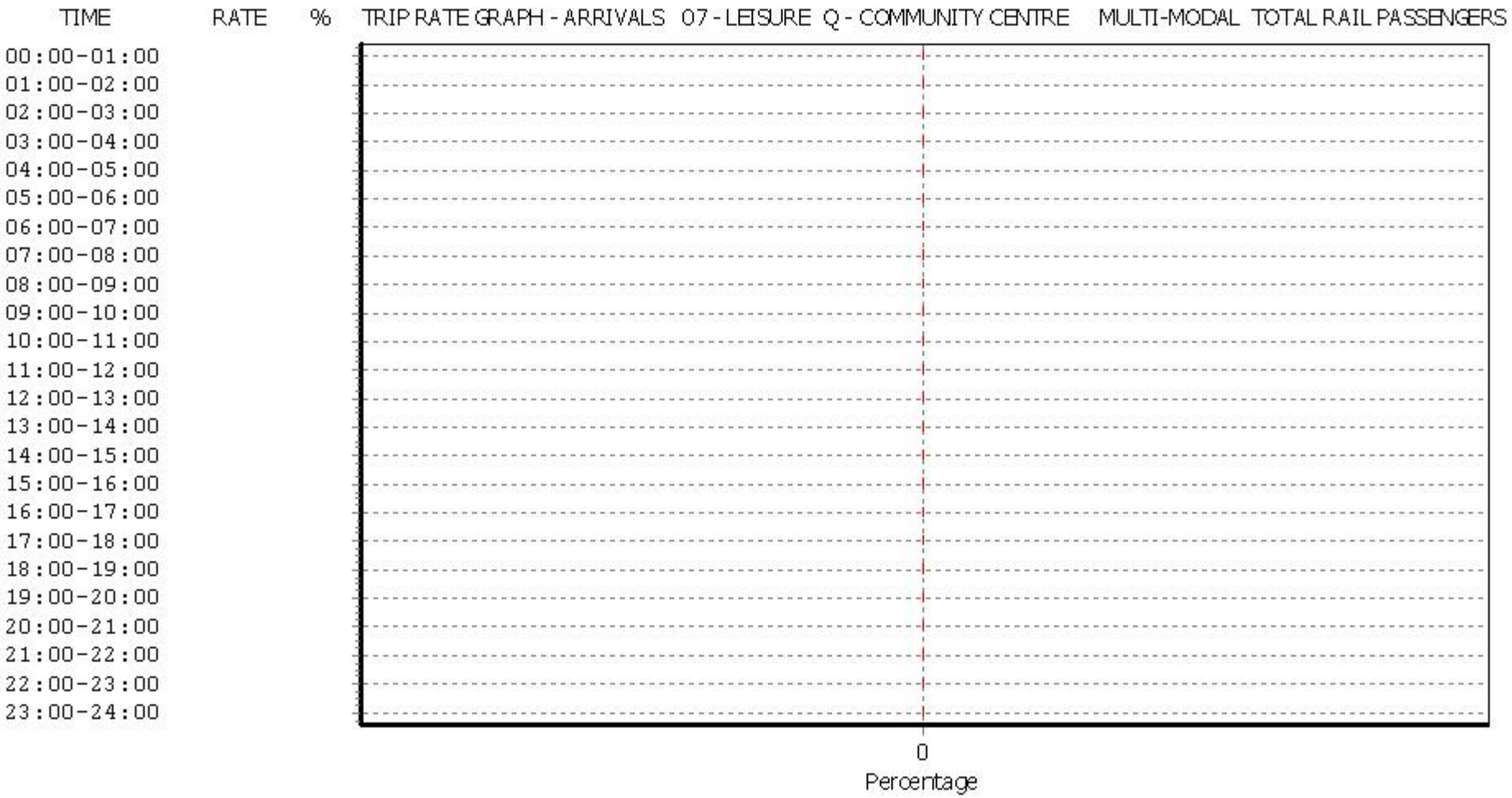
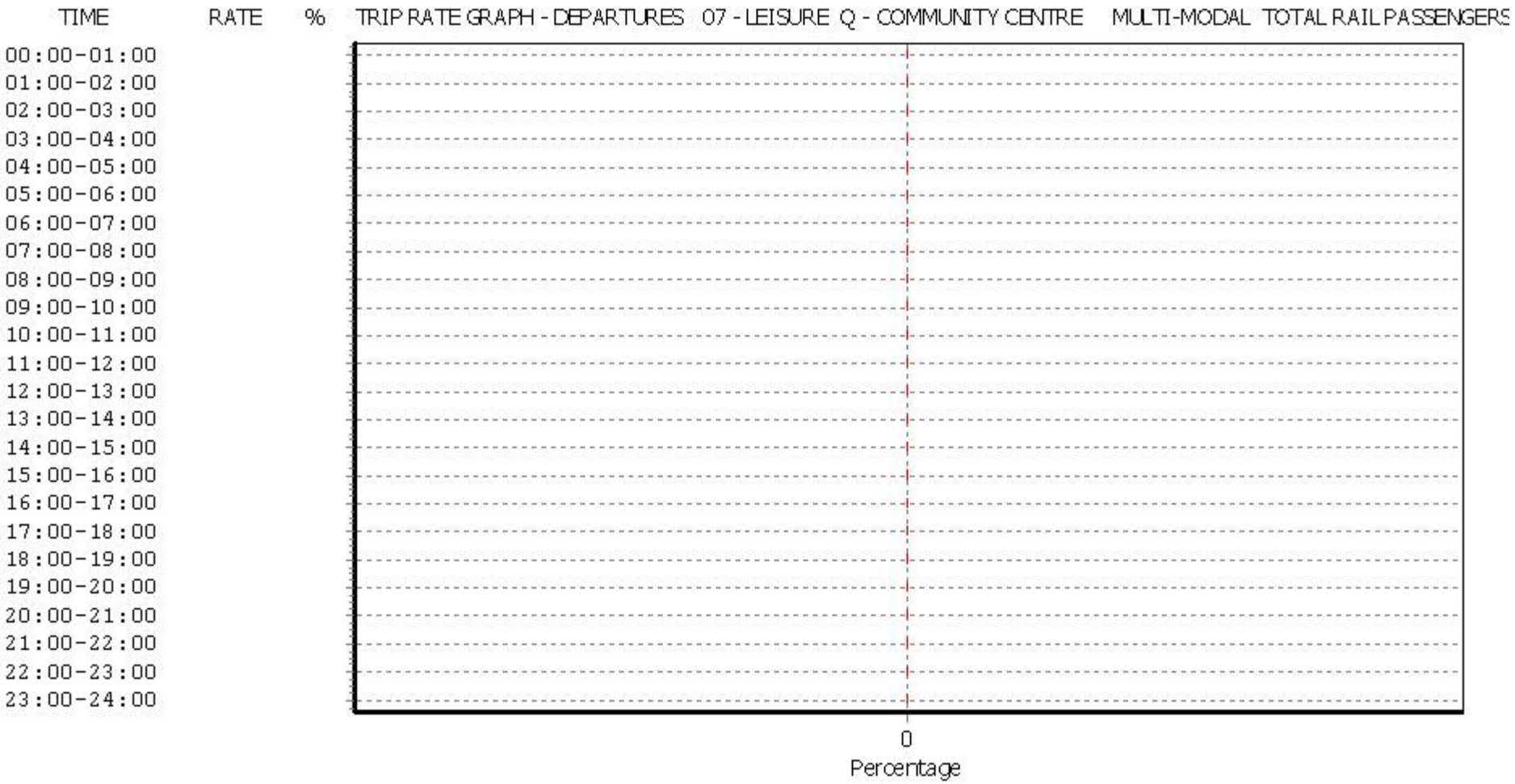
Parameter summary

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

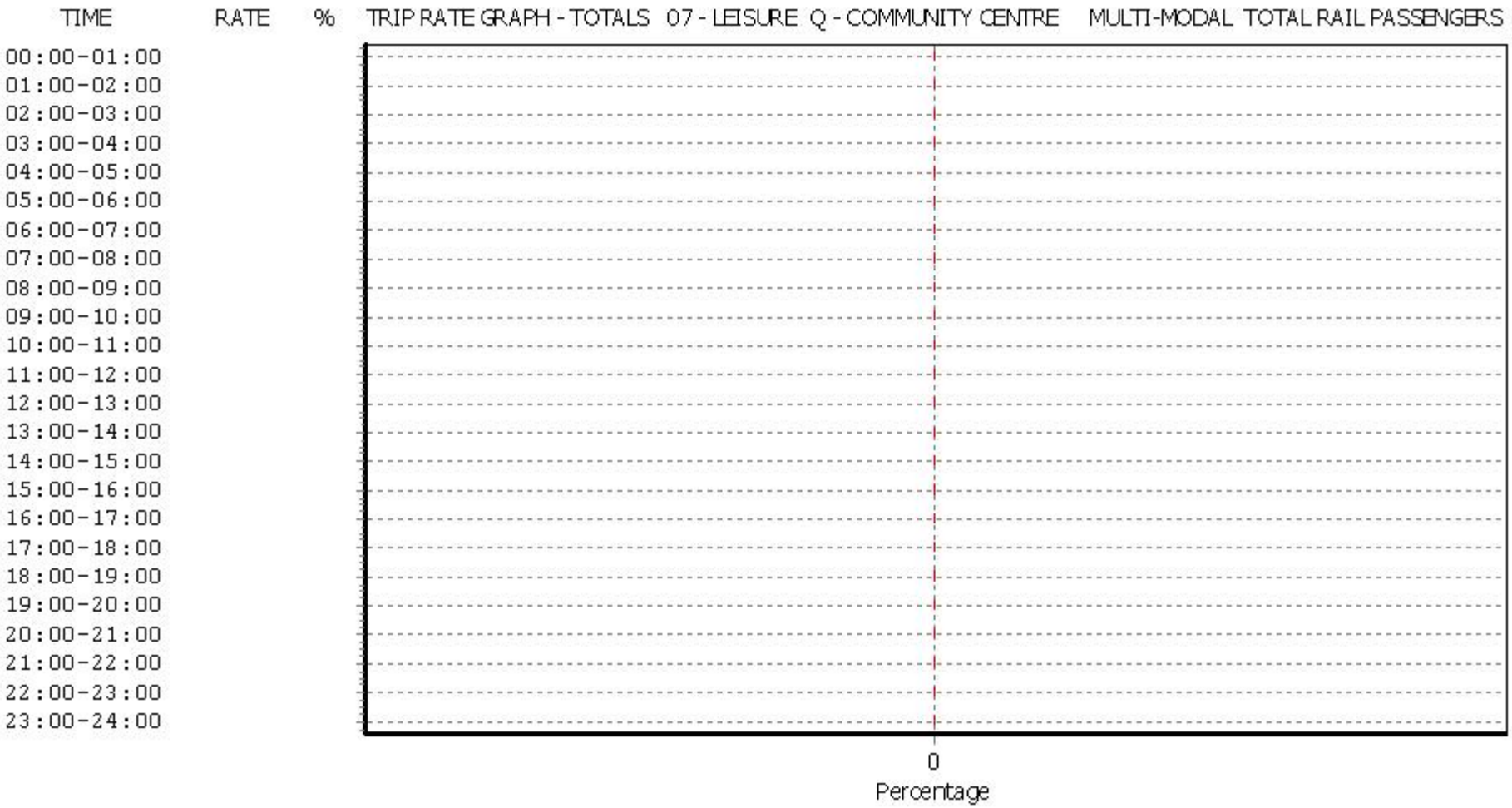
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

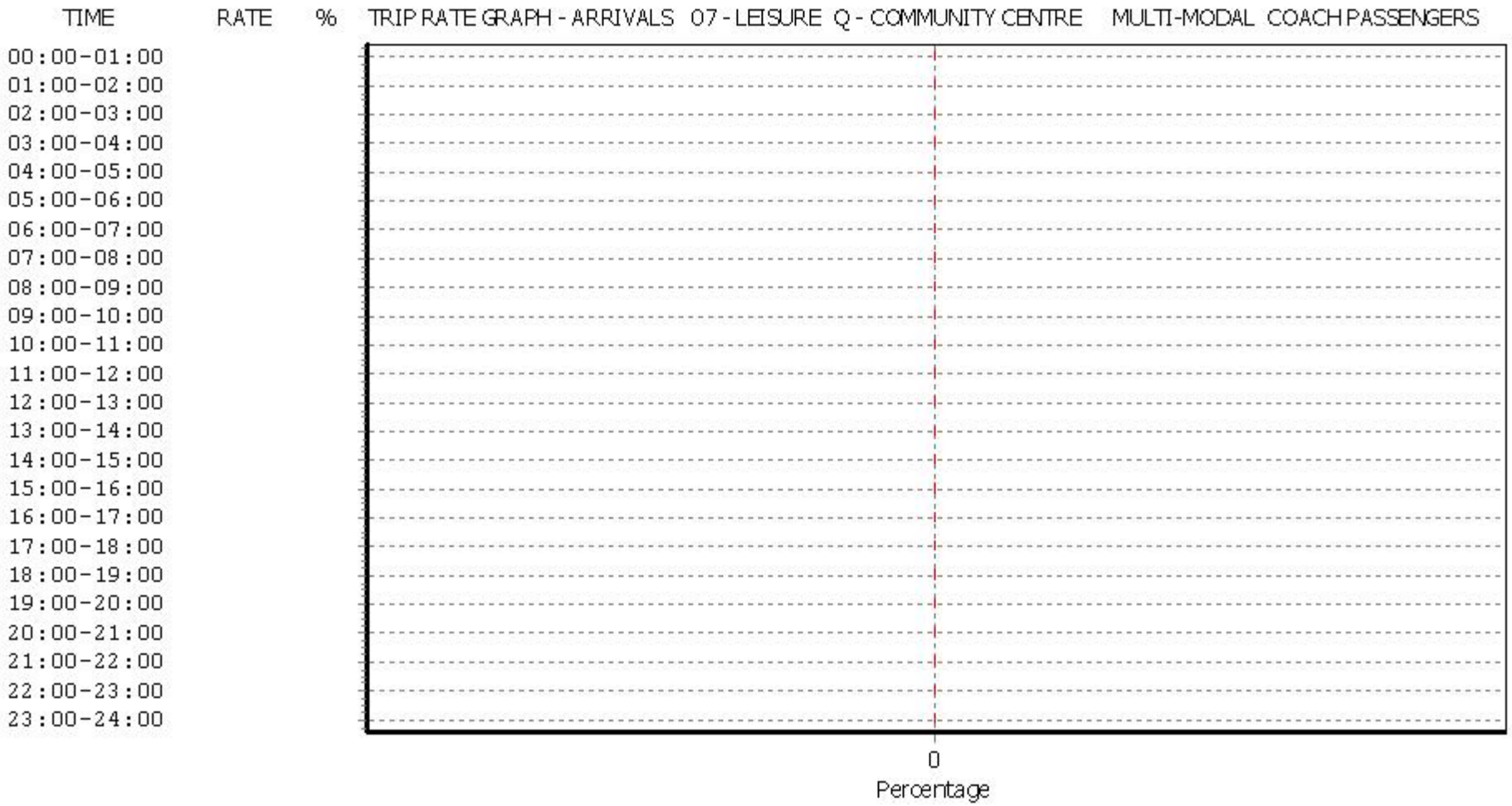
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

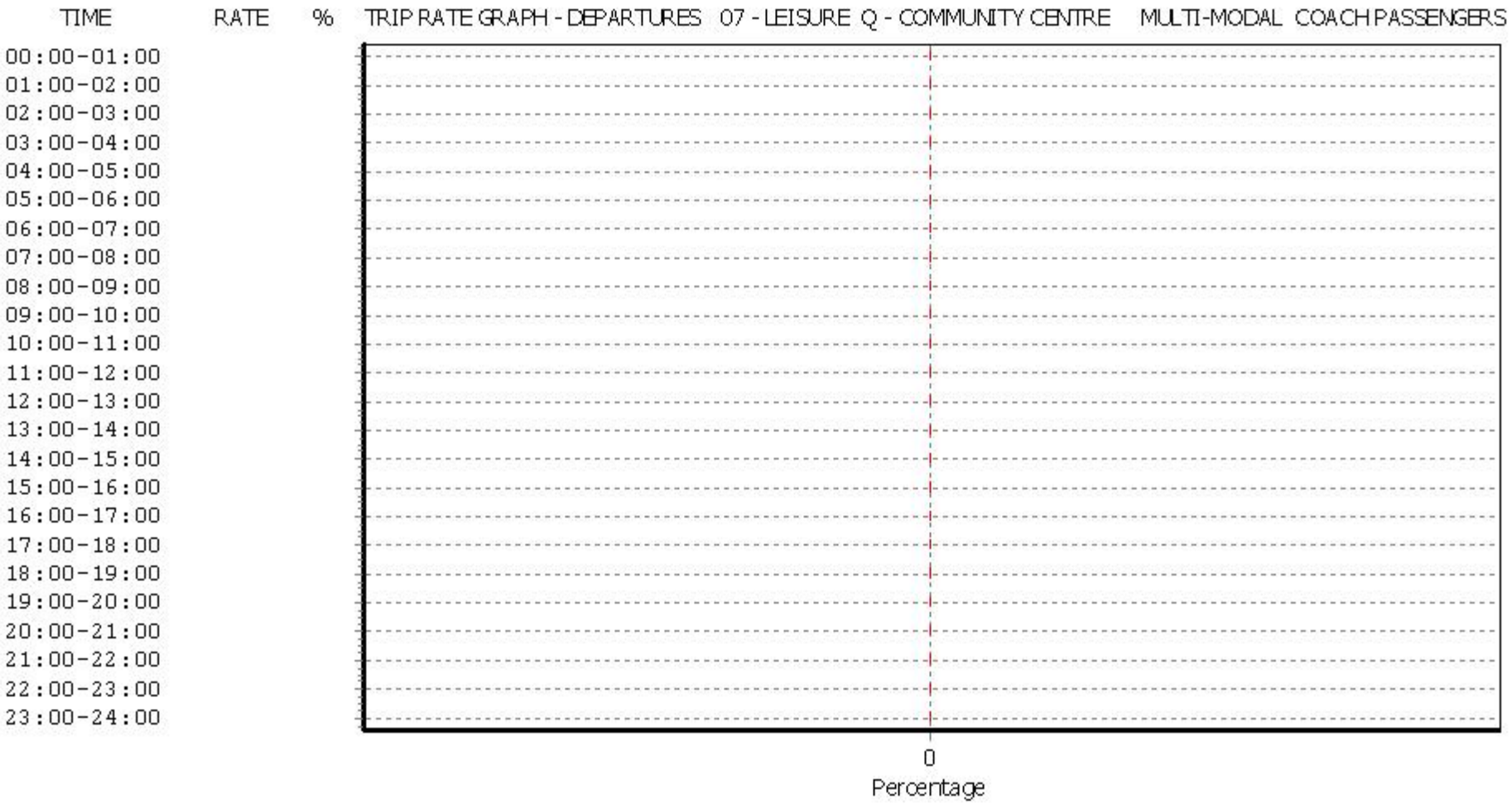
Parameter summary

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

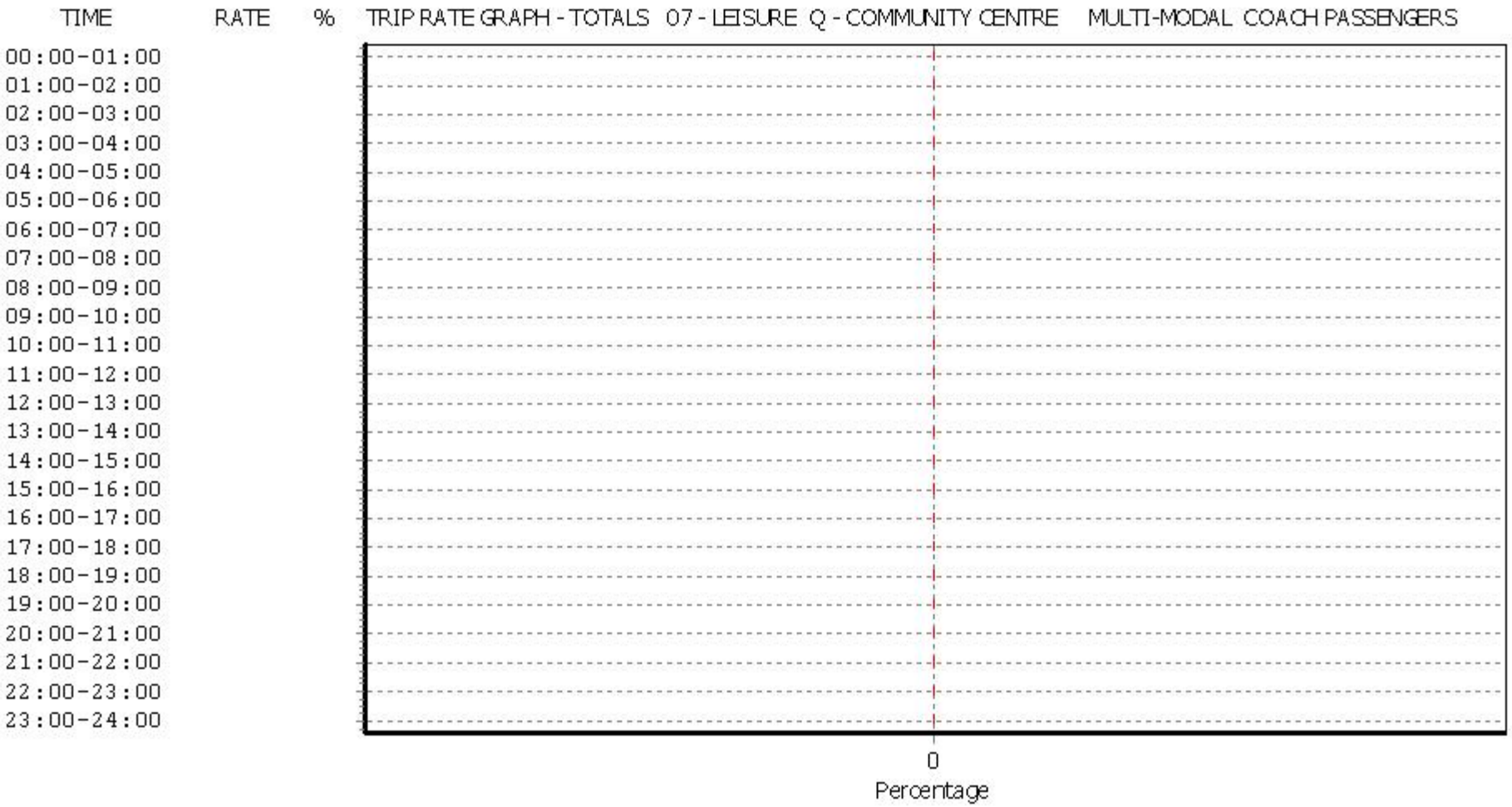
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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 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

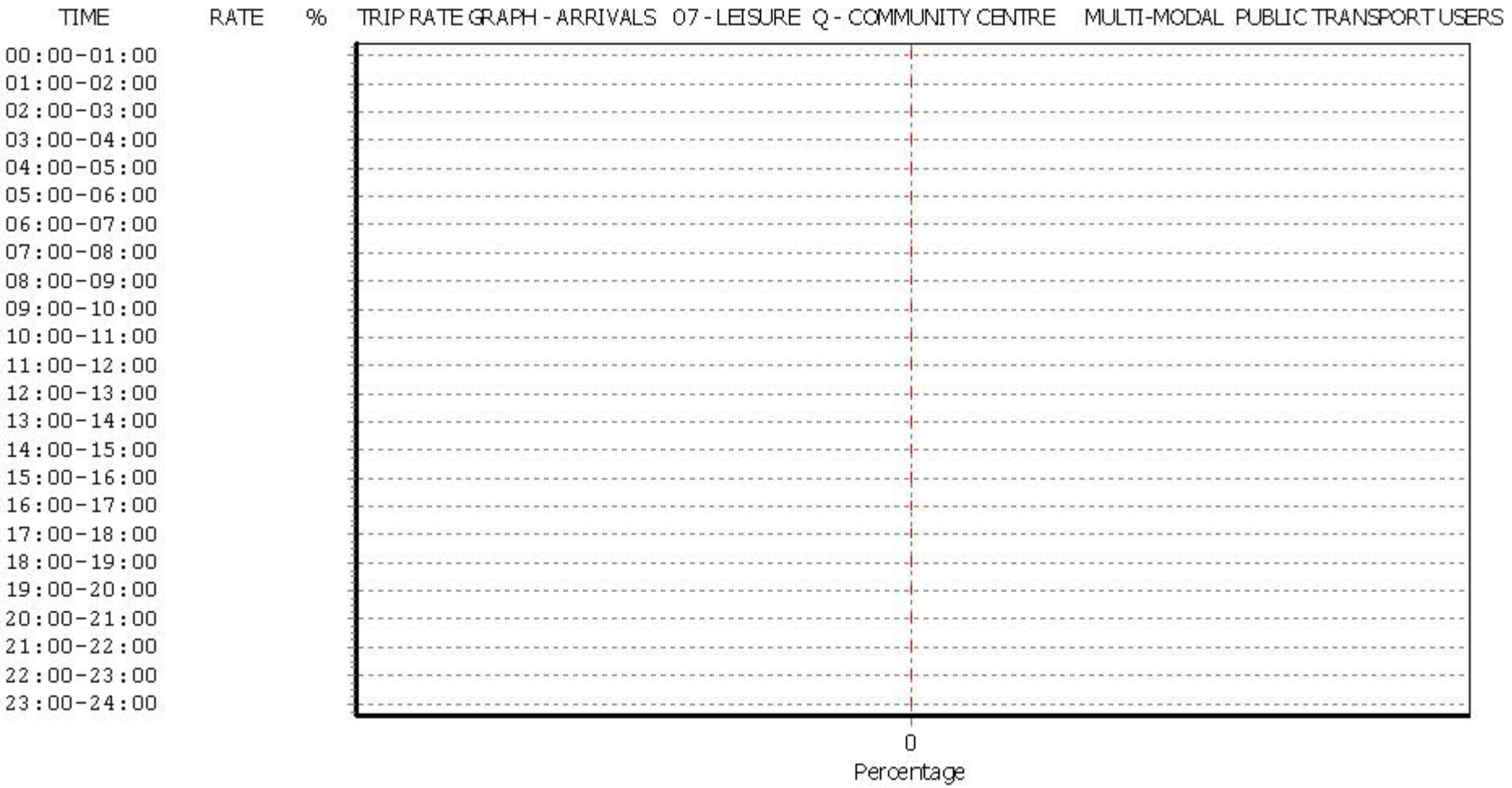
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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.

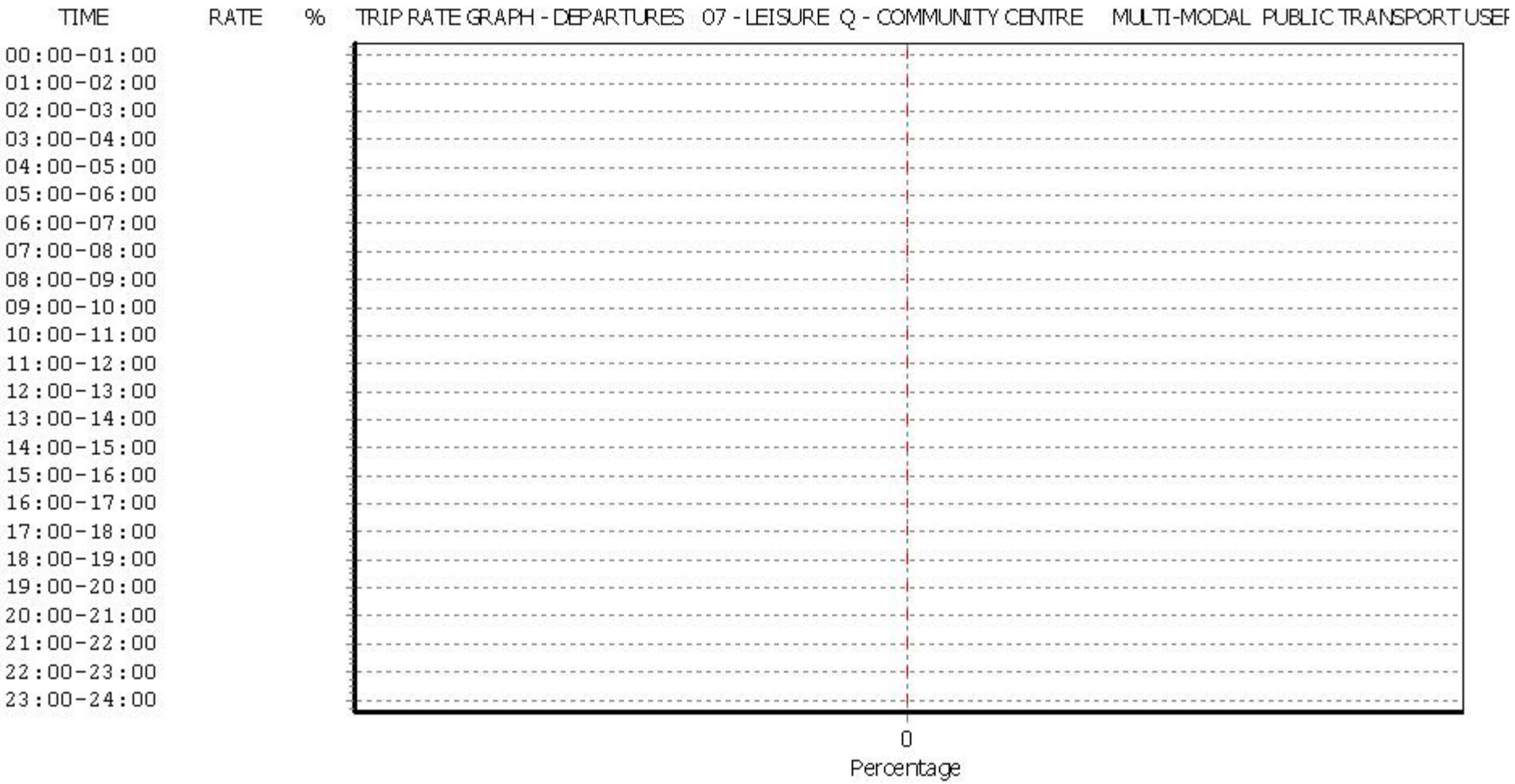
Parameter summary

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

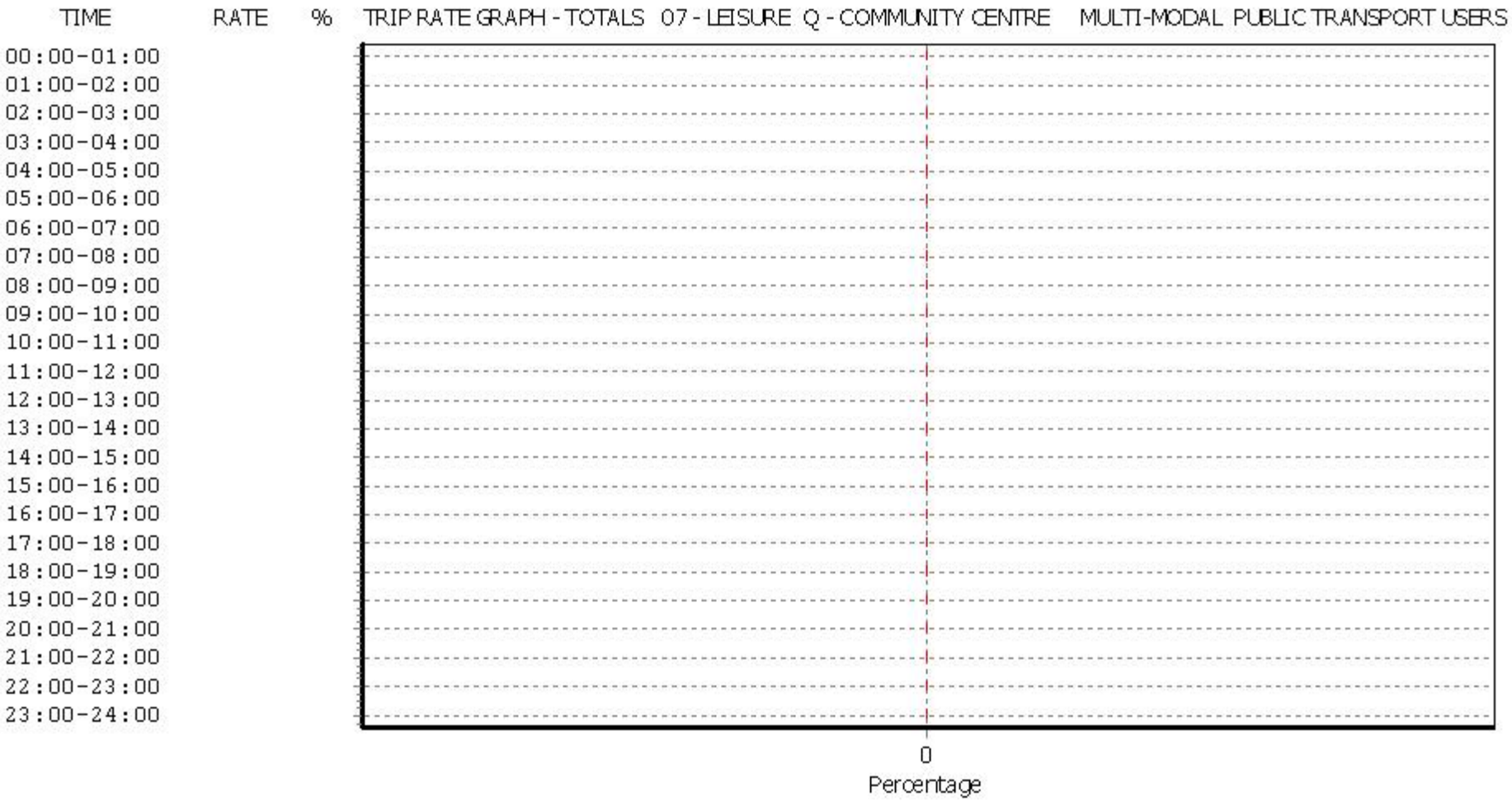
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

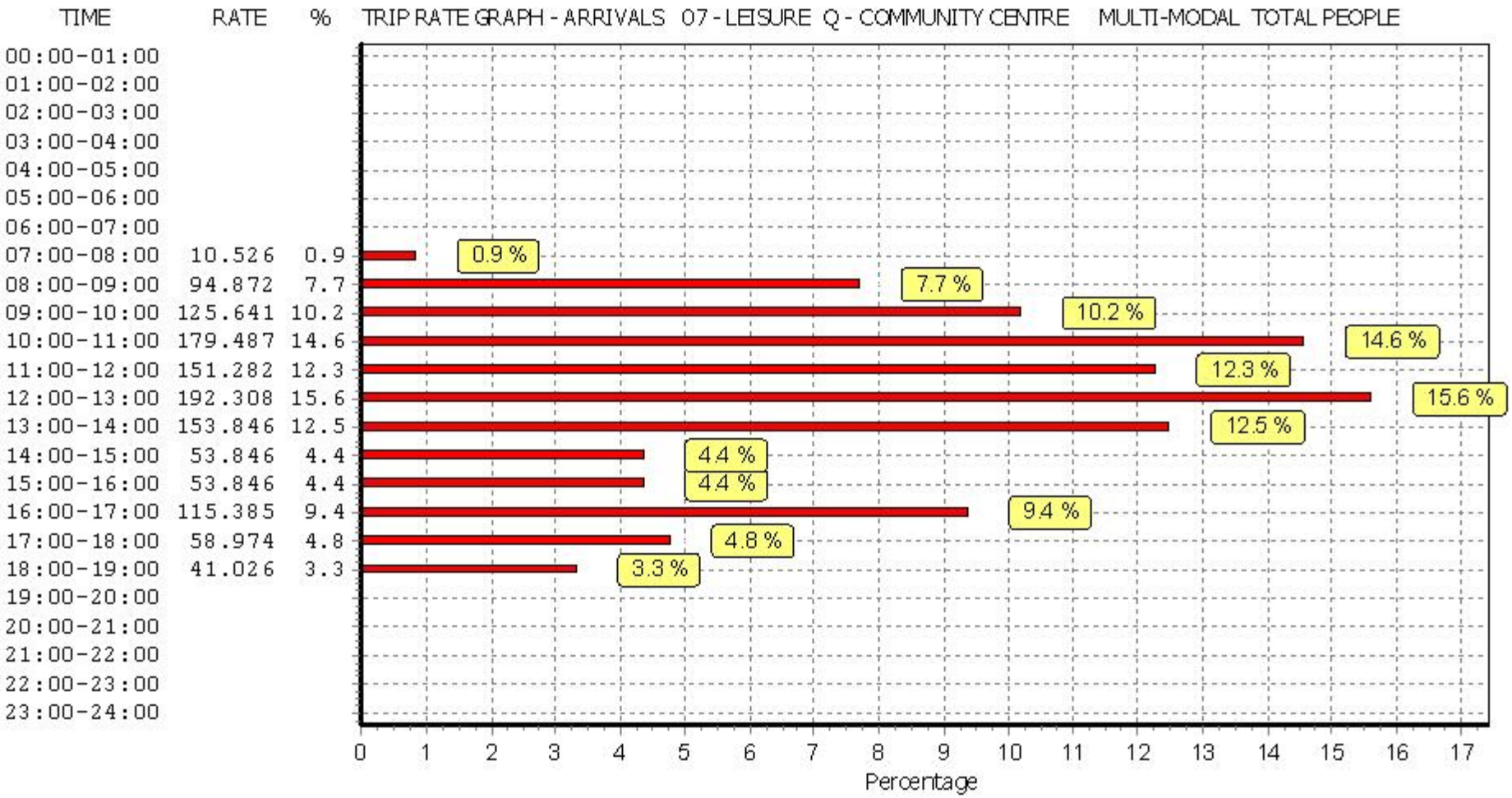
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

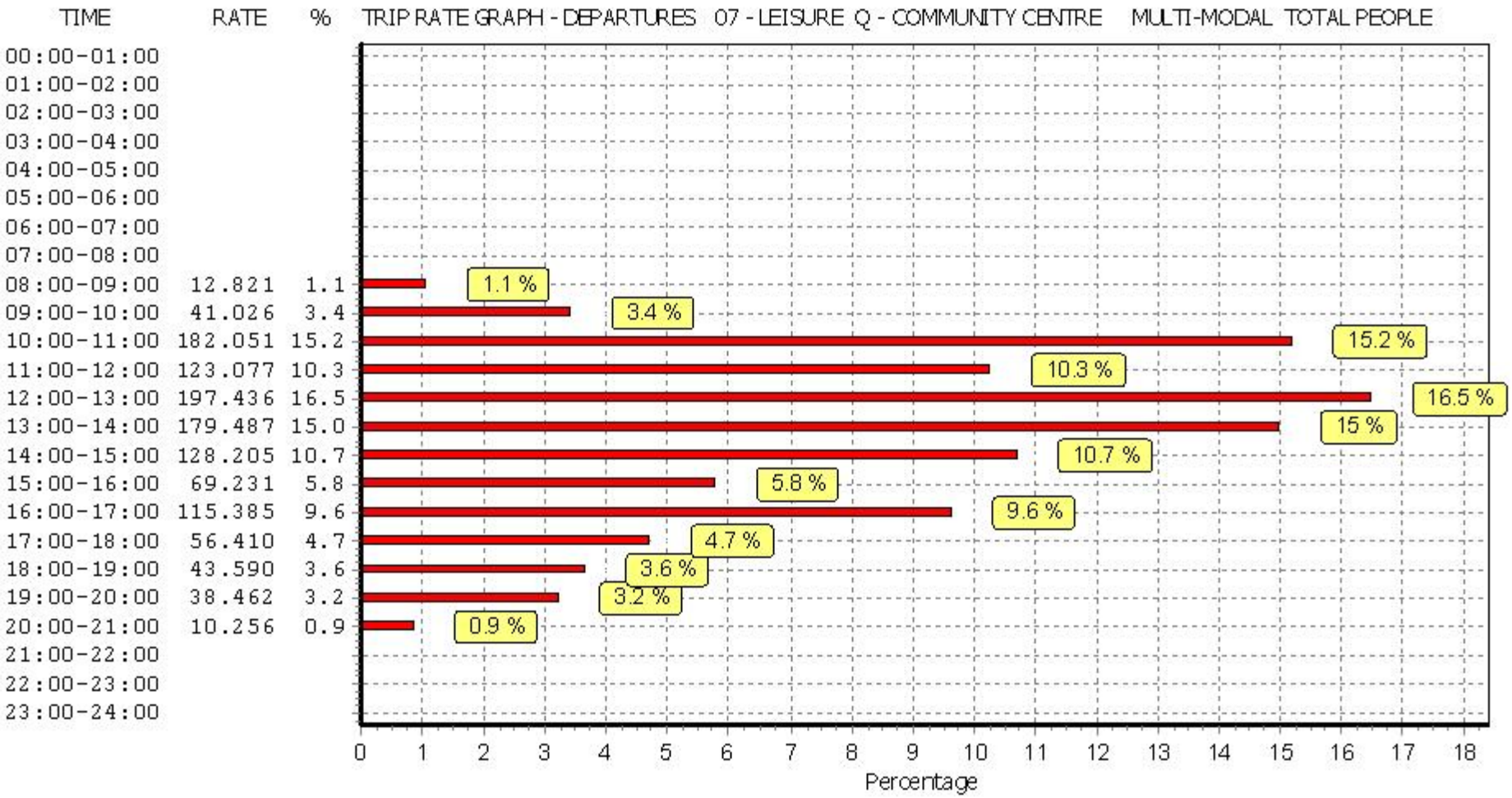
Parameter summary

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

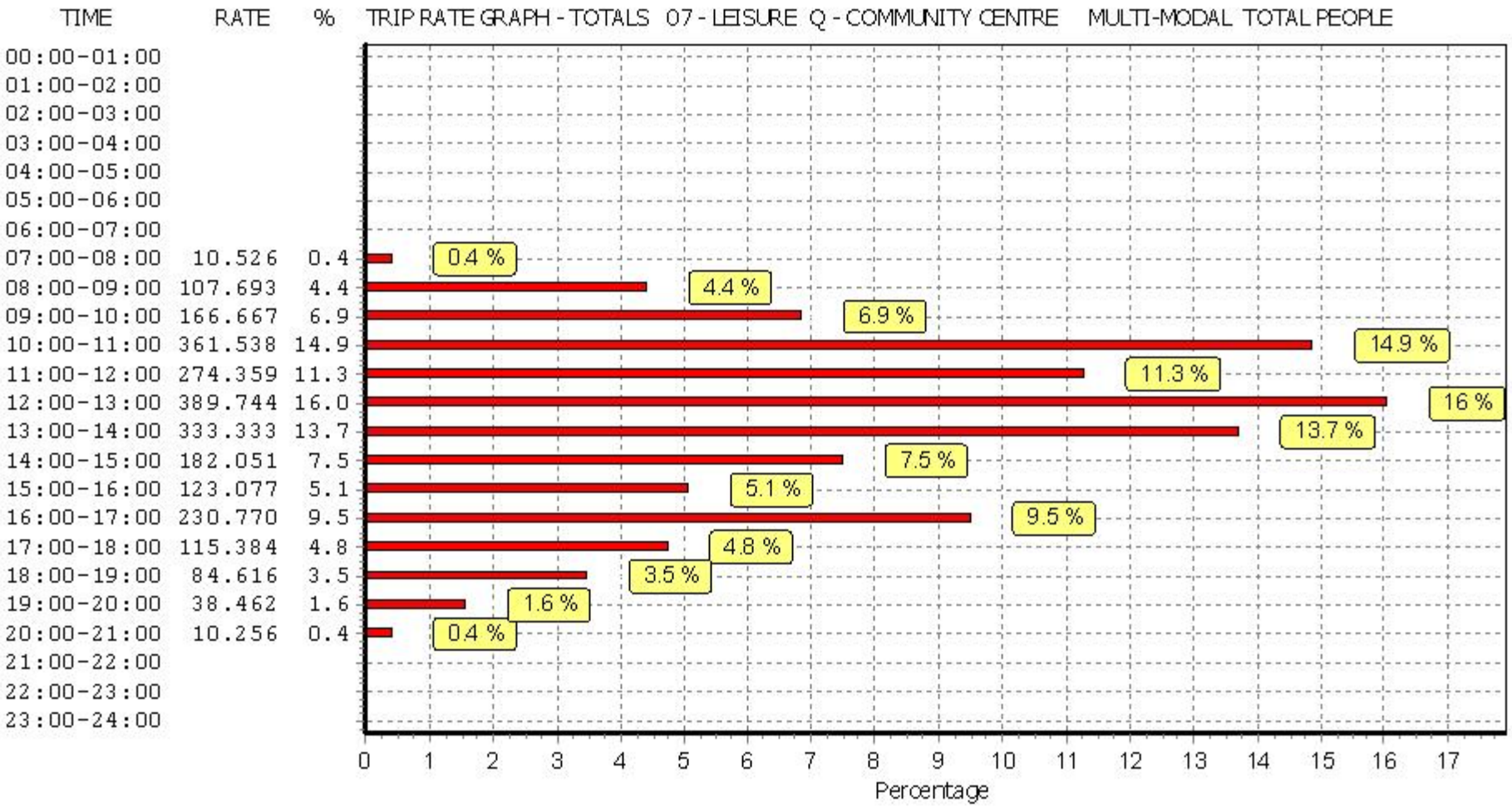
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

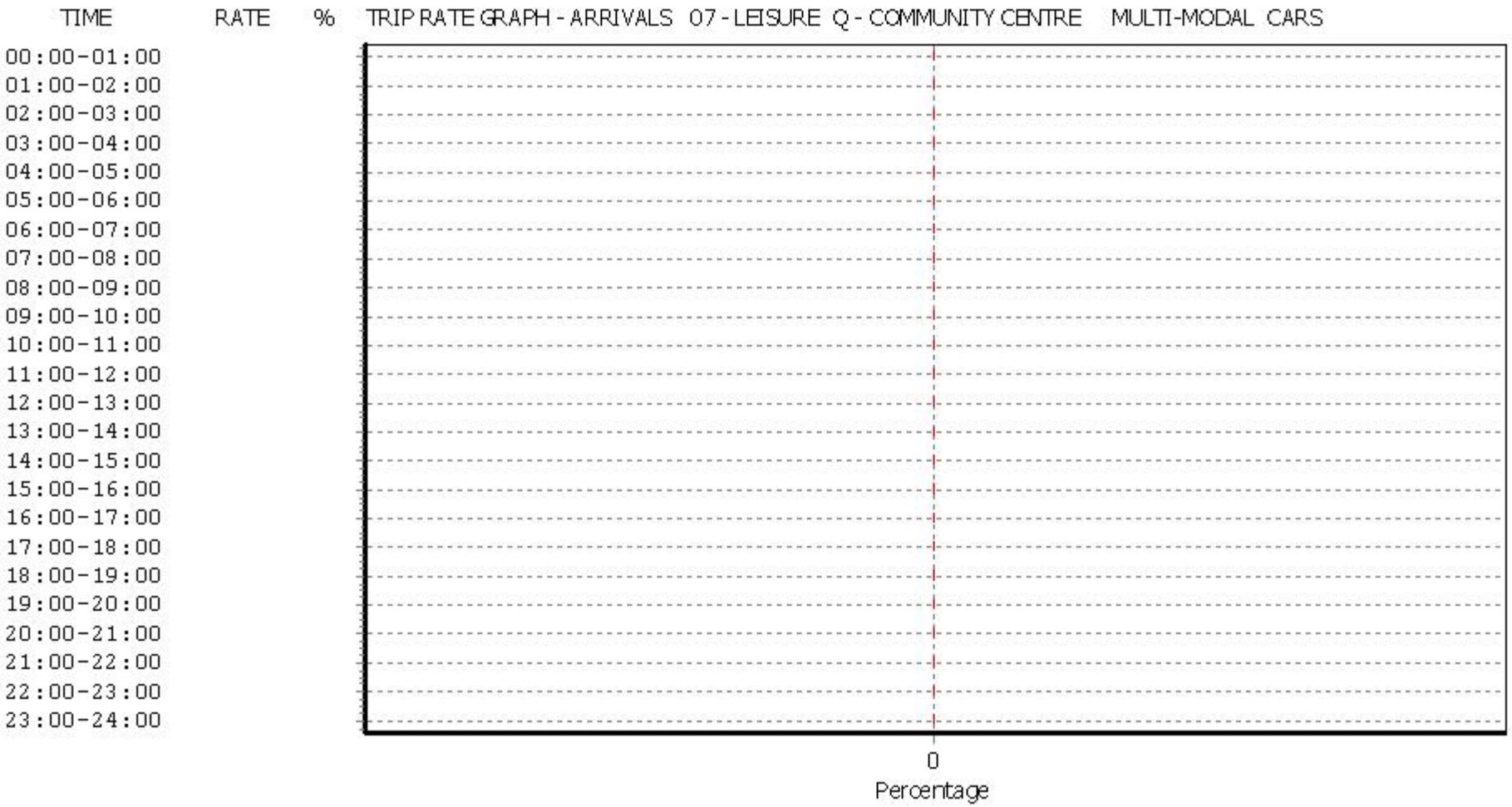
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

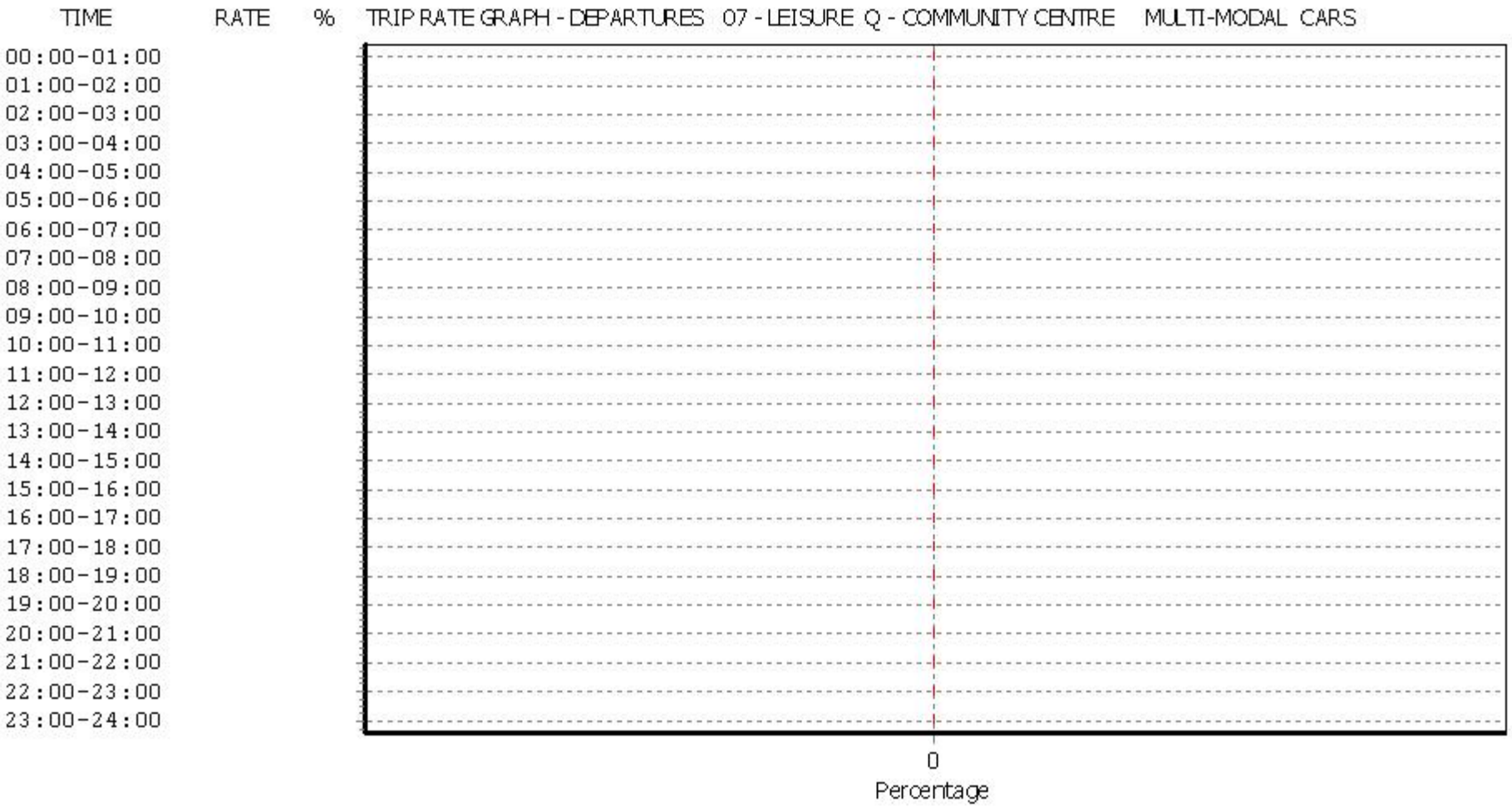
Parameter summary

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

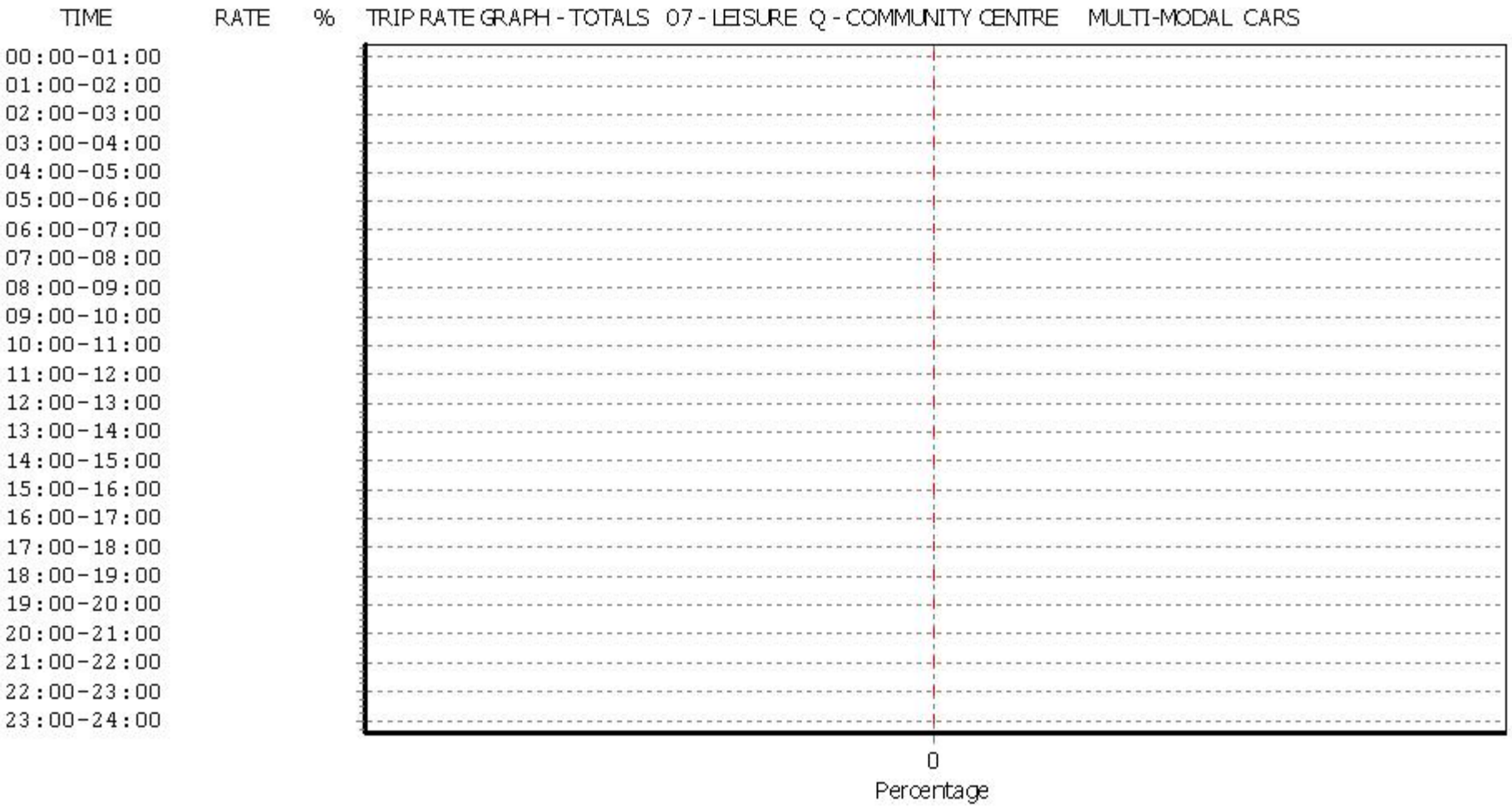
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

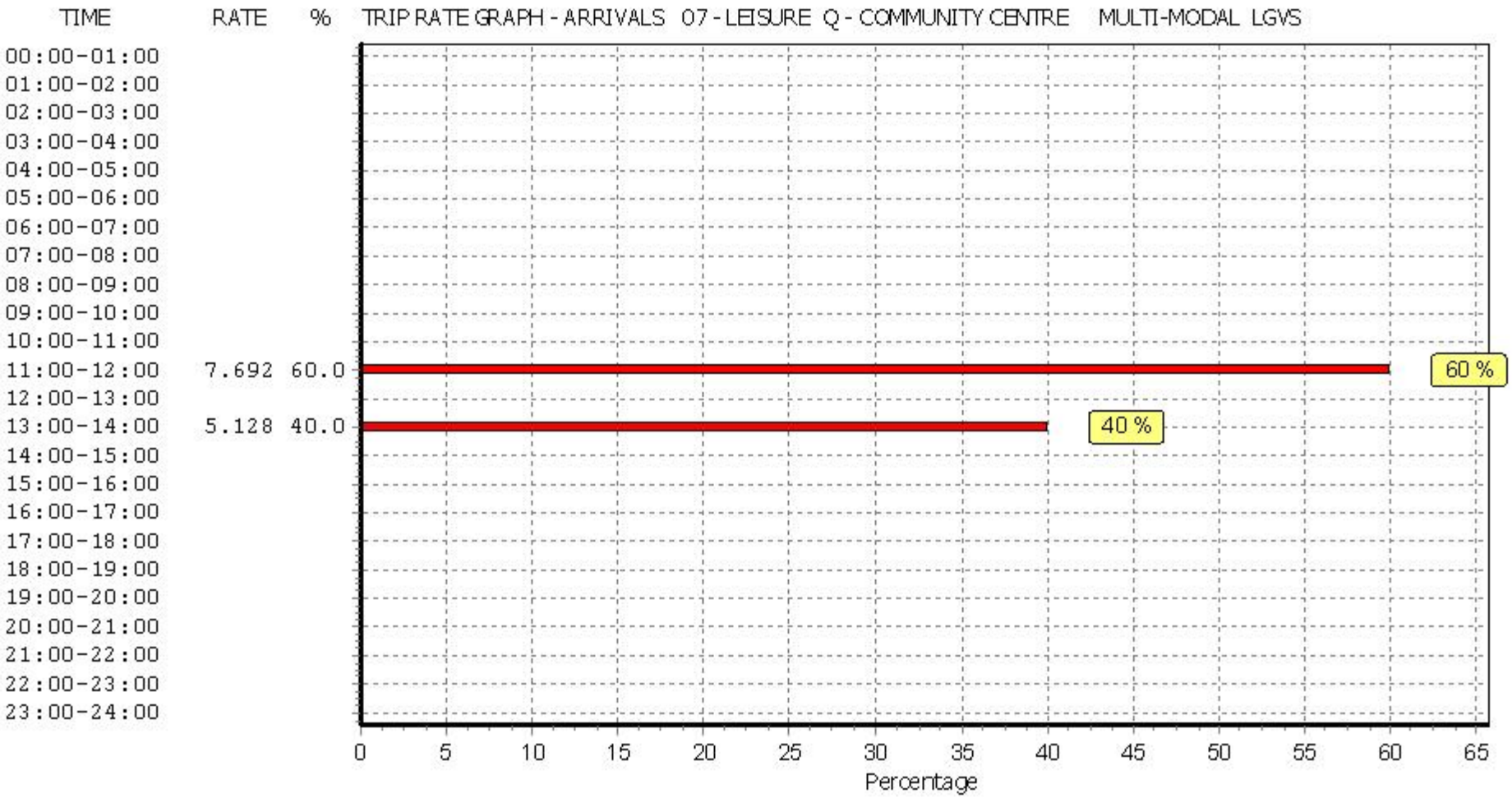
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

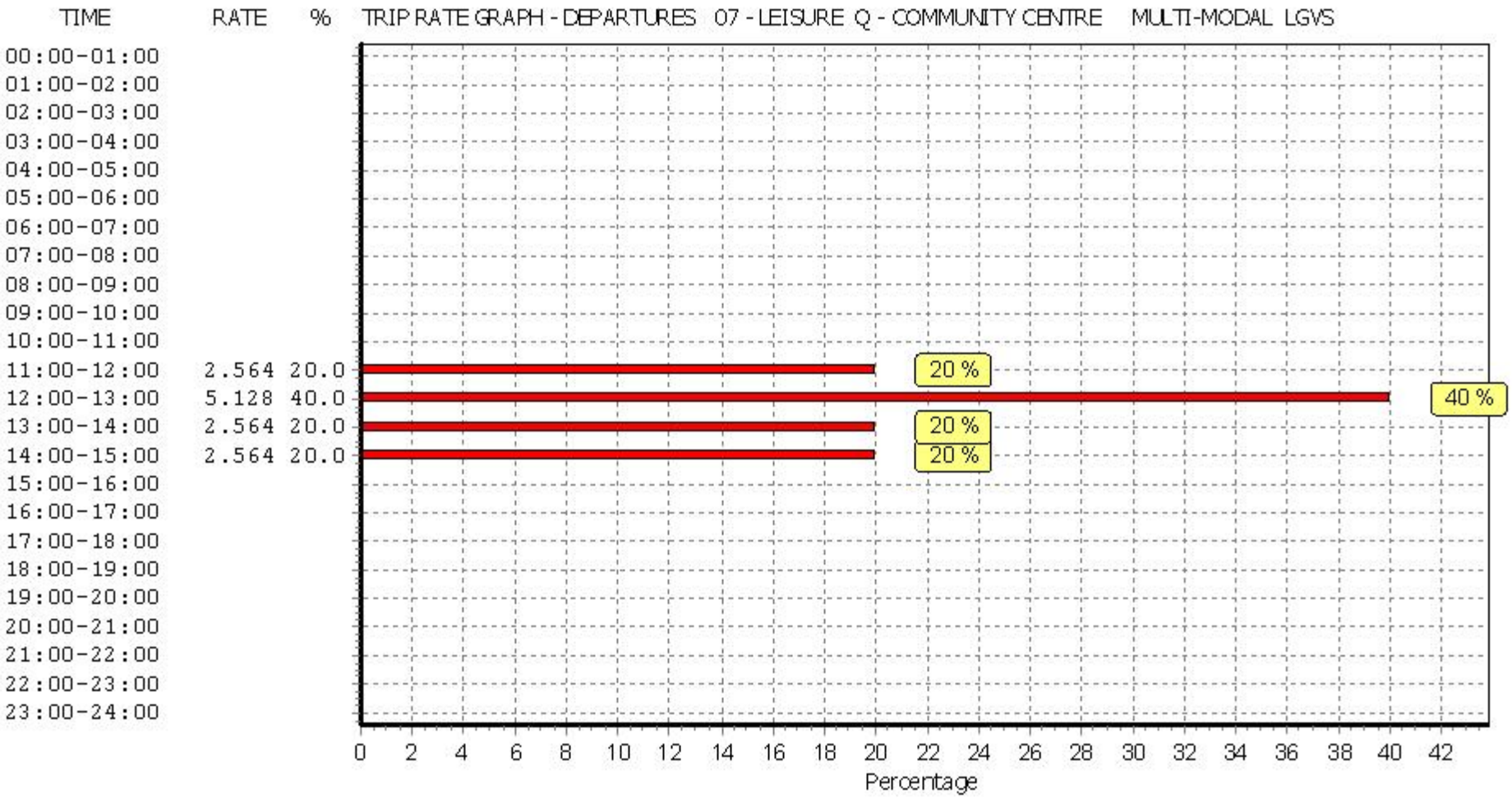
Parameter summary

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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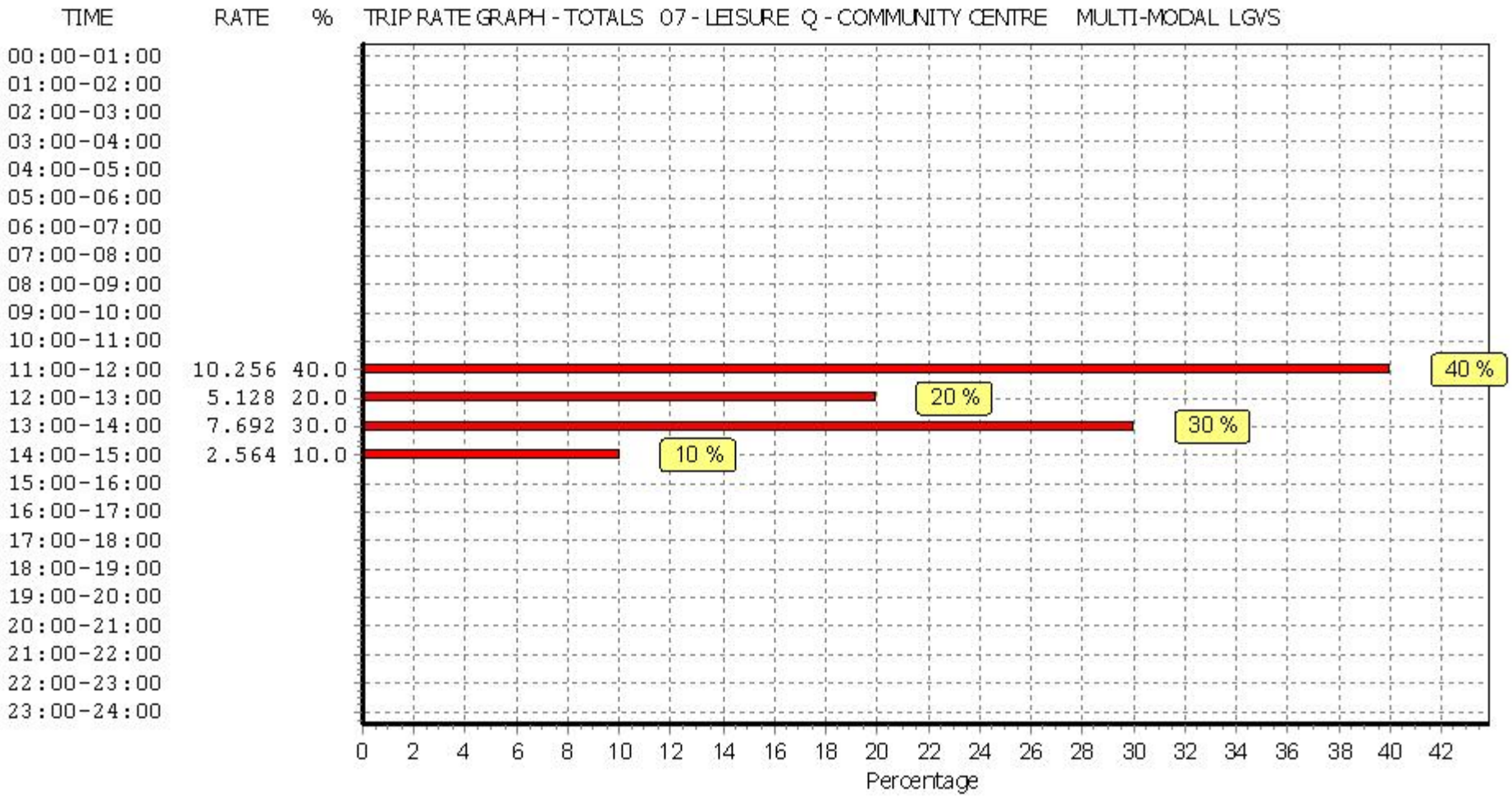

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	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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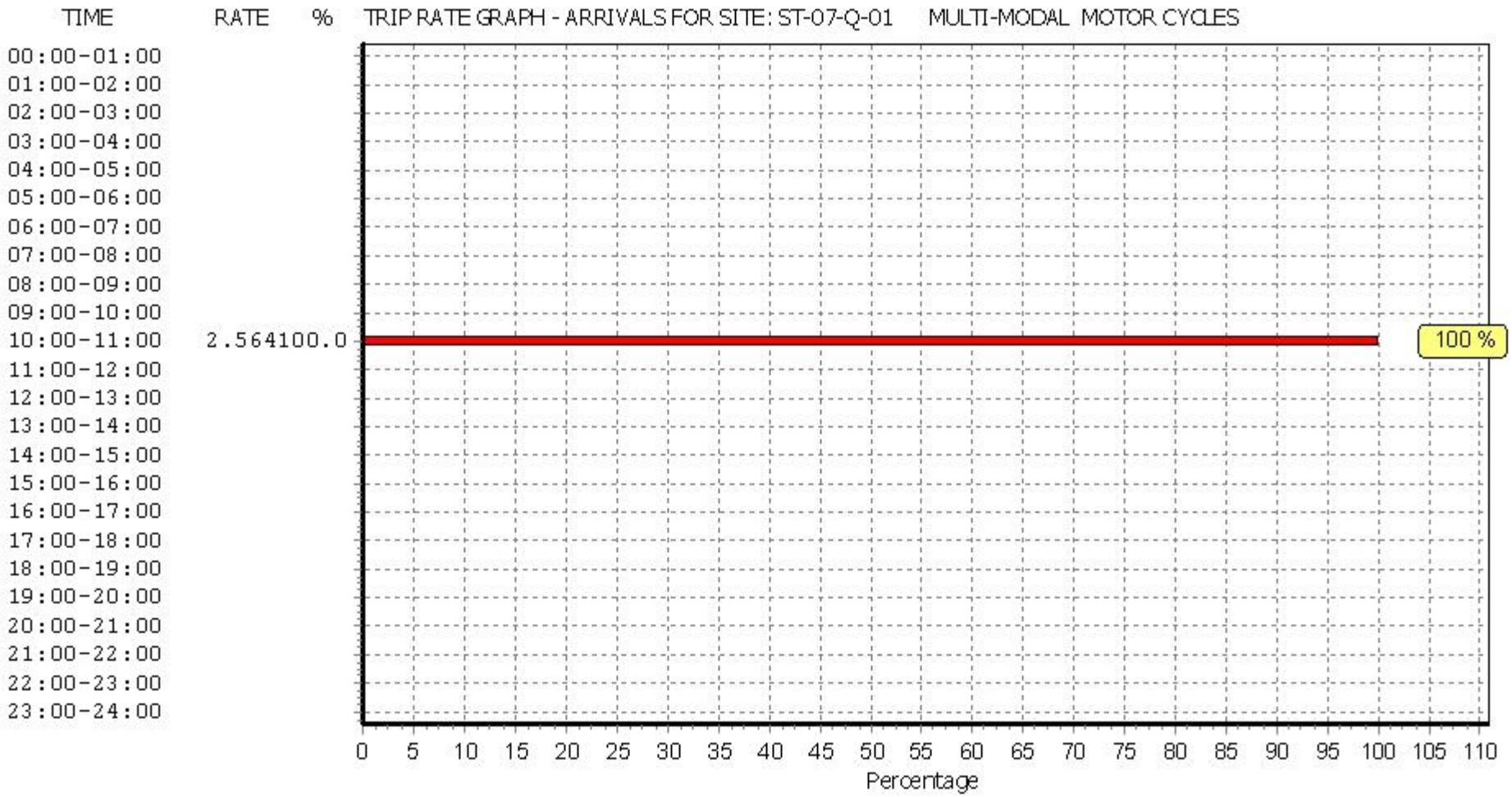
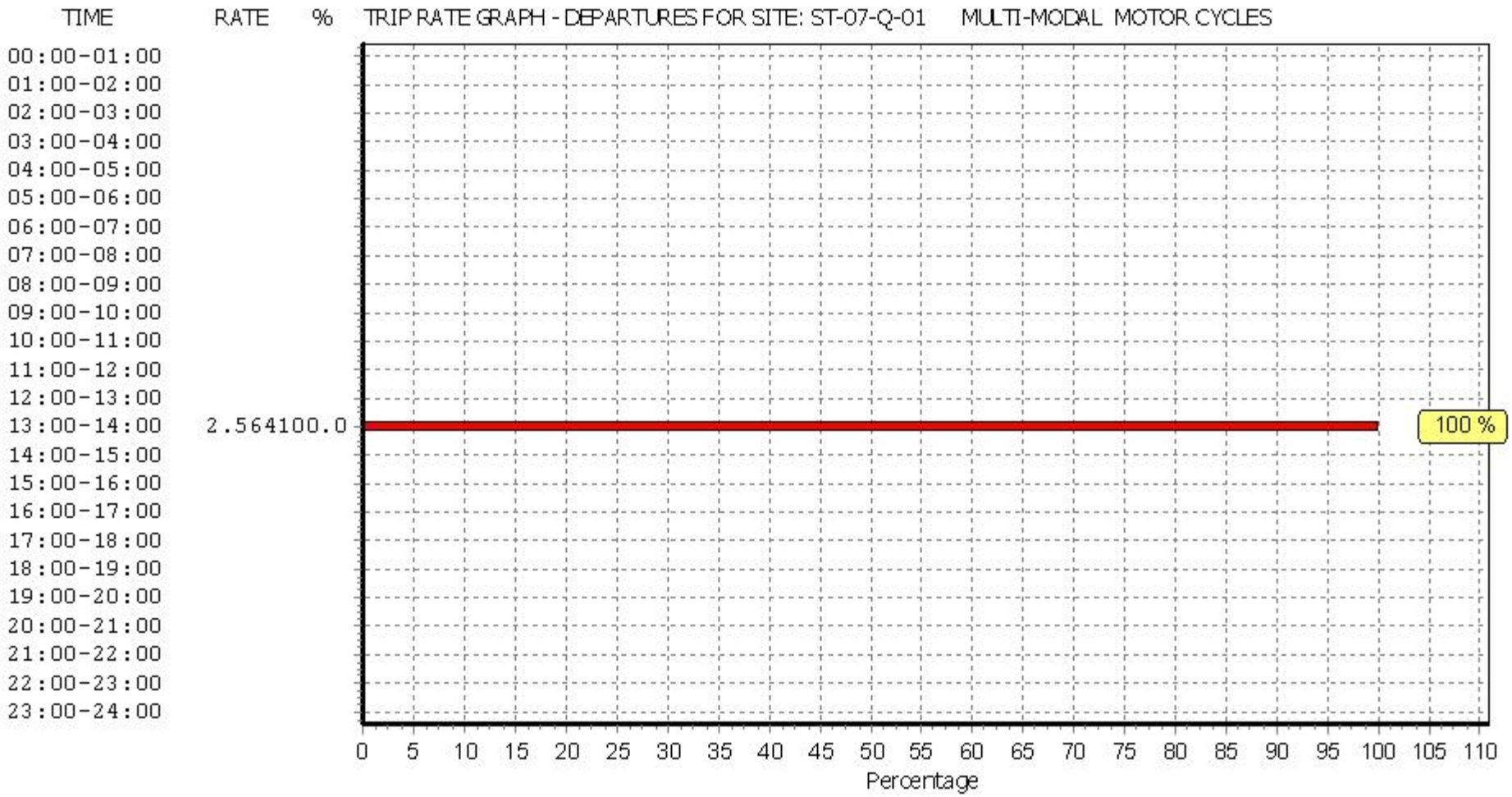


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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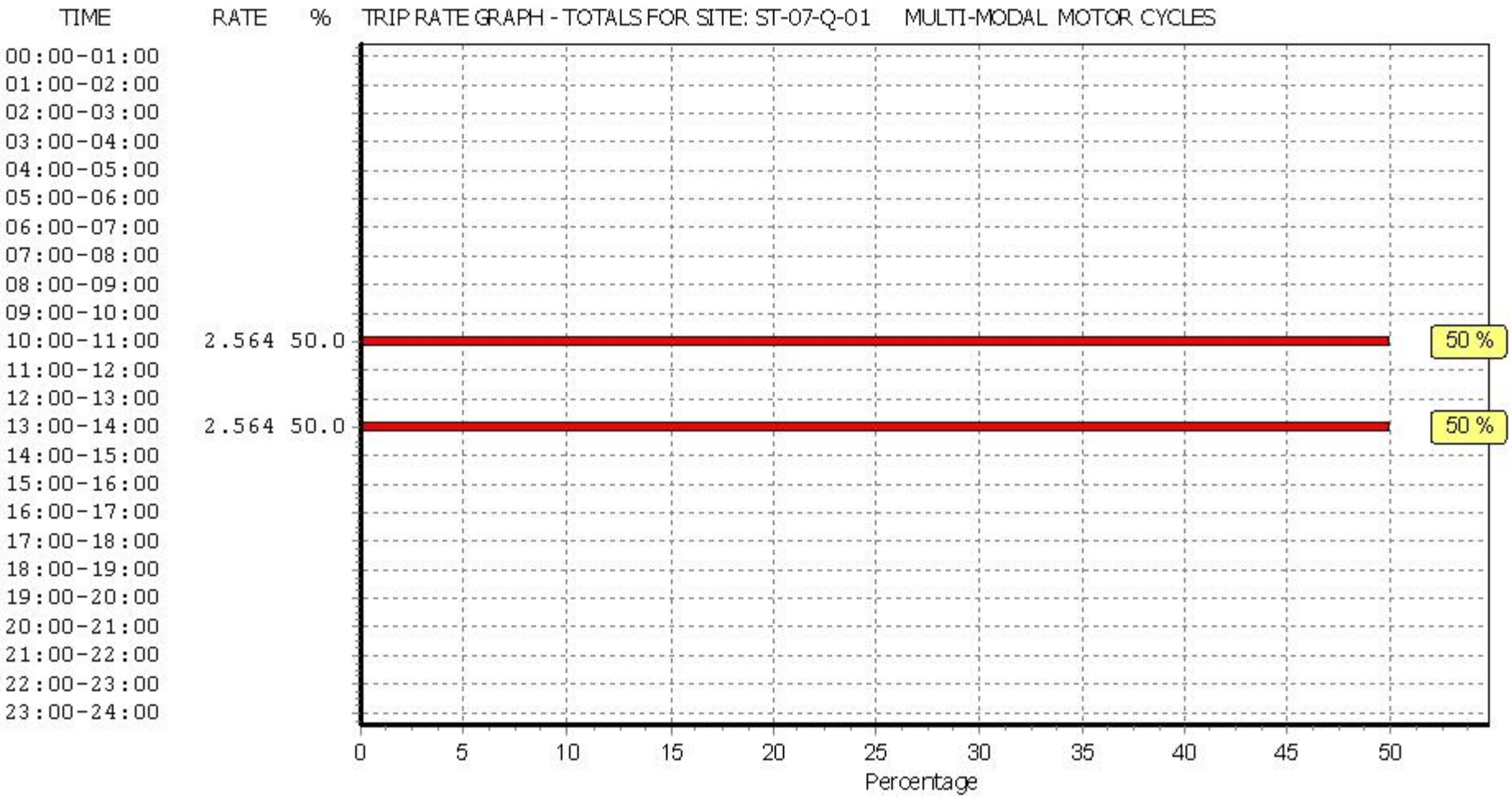

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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