A Planning Application by

317 FINCHLEY ROAD LTD

In respect of

317 Finchley Road
London

Transport Statement

March 2016

www.tpa.uk.com

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	317 Finchley Road London		
Project No.:	1512-09	**Report No.:**	1512-09/TS/01/D
Client:	317 Finchley Road Ltd		

	Prepared By:	Checked By:	Approved for issue
Name	S. Sivanathan	D. Ford	D. Ford
Signature	*SS*	*DEF*	*DEF*
Date	11 January 2016	15 January 2016	19 January 2016

Document Review

Revision	Date	Description	Checked By
A	March 2016	Comments from planners	*NH*
B	March 2016	Comments from planners	*DEF*
C	April 2016	Comments from architects	*DEF*
D	May 2016	Minor team comments	*DEF*

Issued by:

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

Transport Planning Associates
88 Kingsway
Holborn
London
WC2B 6AA
020 7681 6514
london@tpa.uk.com
www.tpa.uk.com

CONTENTS PAGE

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

1 INTRODUCTION

1.1 Transport Planning Associates (TPA) have been instructed by 317 Finchley Road Ltd to provide transport and highways advice and input in relation to the proposed redevelopment of 317 Finchley Road, Camden.

1.2 The redevelopment proposals are to replace the former public house with 22 residential apartments and 469m^2 of commercial floorspace (Use Class A1-A3). The redevelopment proposals will not provide any car parking for the residential or commercial element of the scheme.

1.3 The site is located on the A41, Finchley Road, in a mixed retail and residential area. It is bound by the A41 to the east, Finchley Road and Frognal rail station to the north, and residential areas to the south and west, as shown on Figure 1.1.

1.4 This report considers the potential trip generation of the proposed development by all modes of transport and the likely impact on the surrounding highway and public transport networks.

Report Structure

1.5 This report is divided into the following sections:

- Section 2 sets out the existing highways and public transport provision in the area.
- Section 3 describes the proposed development.
- Section 4 reviews the likely number of trips which could be generated by the proposed development.
- Section 5 summaries the findings of the report.

Report Conclusion

1.6 This report concludes that the proposed development is located in a highly sustainable location and will not have a detrimental impact on the local public transport network and will have no impact on the local highway network.

1.7 It is therefore considered that there are no transport and highways reasons for refusal of the proposed development.

2 APPLICATION SITE

Existing Site & Location

2.1 The existing building on site is a public house with approximately 813m^2 of public floor area over three floors. There is are no car parking spaces associated with the site and deliveries are taken directly from street.

2.2 The site is located on the A41, Finchley Road, in a mixed retail and residential area. It is bound by the A41 to the east, Finchley Road and Frognal rail station to the north, and residential areas to the south and west. The site is also located within close proximity to public transport links, including bus, and London Overground and Underground rail services. The location of the site and the local highway network are shown on Figure 2.1.

2.3 It should be noted that a previous application for this site (2014/5208/P) was granted permission in October 2015. The previous scheme was for an erection of a six storey building comprising retail (Class A1) at ground floor and 9 flats above (2x1bed, 6x2bed,1x3bed) (Class C1) following demolition of existing public house (Class A4).

Pedestrian Infrastructure

2.4 Pedestrian access to the site is good, with footways on both sides of Finchley Road. This is replicated on the surrounding roads within the vicinity of the site, providing links to the surrounding residential areas and local facilities.

2.5 The footways on Finchley Road are approximately 2-3 m wide, and have dropped kerbs where the road meets access roads to facilitate pedestrian crossing. Formal pedestrian crossings are available along Finchley Road via pelican crossings, the nearest of which is located approximately 85m to the south of the site. There are also pedestrian crossing facilities at the Finchley Road / Lymington Road / Arkwright Road signalised junction approximately 90m to the north of the site.

2.6 The roads within the vicinity of the site can also be considered pedestrian friendly with minor arms of junctions being narrowed and raised and there are 20mph zones along some of the surrounding residential roads. The local roads all benefit from street lighting and footways along both sides of the carriageway.

Cycle Infrastructure

2.7 The nearest local cycle route runs parallel to the site, and can be accessed via Arkwright Road, which joins the route on Lindfield Gardens. The route leads north towards Childs Hill and south towards Mayfair, where it also connects to other cycle routes. A map of the cycle network within the vicinity of the site is available in Figure 2.2.

2.8 The proposed Cycle Superhighway route 11 is also planned to run along Finchley Road, passing across the site frontage. When complete, the route will run from Brent Cross, via Hendon Way and Finchley Road, to Regents Park. This would further enhance the accessbility of the site by cycling.

2.9 Cycle parking is also available within close proximity to the site. Sheffield stands are located approximately 55m south from the site on Finchley Road, and are also provided at Finchley Road underground station.

Public Transport Infrastructure

2.10 The public transport infrastructure is very good, with both bus and rail services available within walking distance of the site. Bus stops are located within the immediate vicinity of the site on Finchley Road, and rail services are available from Finchley Road and Frognal station, approximately 20m from the site, as well as Finchley Underground station, approximately 450m from the site.

Bus Services

2.11 The nearest bus stops are located at the front of the site on Finchley Road. These stops are frequently serviced by routes 13, 82, and 113, and also provide access to night bus routes N13 and N113.

2.12 Additional bus stops on Finchley Road, approximately 350m from the site, provide services for routes 187 and 268, and stops located on Canfield Gardens are serviced by route C11. A summary of all routes is available in Table 2.1.

Table 2.1 Summary of Bus Services

Route No.	Route	Monday-Friday	Saturday	Sunday
13	Golder's Green Station – Aldwych	Every 6-10 min	Every 8-12 min	Every 10-13 min
82	North Finchley Bus Station – Victoria Bus Station	Every 5-9 min	Every 6-10 min	Every 10-12 min
113	Edgware Bus Station – Marble Arch Station	Every 8-11 min	Every 10 min	Every 20 min
187	Central Middlesex Hospital – O2 Centre	Every 8-11 min	Every 8-12 min	Every 15 min
268	Golder's Green Station – O2 Centre	Every 10-13 min	Every 10-13 min	Every 10-13 min
C11	Archway Station – Brent Cross Shopping Centre	Every 7-10 min	Every 7-10 min	Every 12-14 min
N13	North Finchley Bus Station – Aldwych	Every 30 min	Every 15 min	Every 30 m in
N113	Edgware Bus Station – Northumberland Avenue	Every 30 min	Every 30 min	Every 30 min

Source: Transport for London, www.tfl.gov.uk

Rail Services

2.13 Rail services are available from Finchley and Frognal station which neighbours the site. The station is frequently serviced by London Overground trains towards Stratford (Eastbound) and Clapham Junction and Richmond (Westbound), a summary of which can be found in Table 2.2.

Table 2.2 Summary of Overground Services

Direction	Monday-Friday	Saturday	Sunday
Stratford (Eastbound)	Every 7-8 min	Every 10 min	Every 12 min
Richmond / Clapham Junction (Westbound)	Every 7-8 min	Every 10 min	Every 12 min

Source: Transport for London, www.tfl.gov.uk

2.14 In addition, Finchley Road Underground station is located within an approximate 5 minute walk of the site, which provides frequent services for the Jubilee and Metropolitan lines. A summary of Underground services is available in Table 2.3.

Table 2.3 Summary of Underground Services

Line	Direction	Monday-Friday	Saturday	Sunday
Jubilee	Stanmore (Northbound)	Every 2-4 min	Every 2-4 min	Every 3-6 min
Jubilee	Stratford (Southbound)	Every 2-4 min	Every 3-5 min	Every 3 min
Metropolitan	Uxbridge (Northbound)	Every 3-6 min	No service	Every 6-7 min
Metropolitan	Aldgate (Southbound)	Every 2-5 min	No service	Every 4-5 min

Source: Transport for London, www.tfl.gov.uk

2.15 Additional rail services are available from West Hampstead Thamesline station which is situated approximately 800m, a 9 minute walk, from the site. This station provides frequent Thameslink trains to multiple destinations, including Sutton, Bedford, Luton, Brighton, Sevenoaks and St Albans.

Public Transport Accessibility Level

2.16 Public Transport Accessibility Levels ("PTAL") are used to describe the accessibility of a site in respect to bus and train services. This measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local transport services. The PTAL methodology was originally developed by the London Borough of Hammersmith and Fulham and has been approved and adopted by Transport for London. It is calculated via a numerical Public Transport Accessibility Index which is then converted into a range from Level 1a ("worst") to Level 6b ("best") which is shown in Table 2.4.

Table 2.4 Range of Public Transport Accessibility Indices

Range of Accessibility Indices (PTAI)	PTAL
0	0 (worst)
0.01 to 2.50	1a
2.51 to 5.00	1b
>5.01 to 10.00	2
>10.01 to 15.00	3
>15.01 to 20.00	4
>20.01 to 25.00	5
>25.01 to 40.00	6a
>40.01	6b (best)

2.17 According to the TfL Planning Information Database, the site has a PTAI of 35.2, which translates into a PTAL of 6a. This suggests that the site lies within a well-connected, and very sustainable location. A summary of the PTAL report is available in Table 2.5 and the full PTAL report is reproduced in **Appendix A.**

Table 2.5 Summary of PTAL Analysis

Mode	Routes	Accessibility Index
Bus	13, 82, 113, 187, 268, C11	12.13
Rail	Finchley Road and Frognal Station Finchley Road Underground Station (Jubilee and Metropolitan Lines) West Hampstead Thameslink	23.07
Total		35.2

Personal Injury Accident Data

2.18 Personal Injury Accident (PIA) data was obtained for the highway network in the vicinity of the site from Transport for London for the most recent 5 year period from 2010 to 2015. The full data, including the location of the accidents within the highway network, is shown in **Appendix B**.

2.19 The data shows that in the last 60 months up to June 2015, there has been 1 accident within the vicinity of the site. This involved 2 vehicles, and resulted in 1 slight injury.

2.20 The accident occurred within approximately 40m of the site; however, it did not involve any pedestrians or cyclists. It should also be noted that the accident can be attributed to human error, rather than the design of the highways.

Summary

2.21 The site is considered to be located in a highly sustainable location given the PTAL rating, resulting from the close proximity of both rail and tube stations and the high frequency bus services which stop in front of the site. The sustainability of the site will also be further enhanced when the super route for cyclists is constructed.

3 DEVELOPMENT PROPOSALS

Proposed Development

3.1 The redevelopment proposals would replace the former public house, which has a floor area of approximately 813m^2, with a residential led mixed use development. The proposals are for 22 residential apartments and 469m^2 of commercial floor area (of which 259m^2 would be retail floor area and 210m^2 for storage) the development schedule for the residential units is set out below:

- 4 x 1 bedroom apartments
- 17 x 2 bedroom apartments
- 1 x 3 bedroom apartments

3.2 There will also be a total of 48 cycle parking spaces provided within the proposed development for residents and a further two cycles spaces for visitors. For the commercial element of the scheme there will be two cycle parking spaces for staff and two spaces for customers.

3.3 The redevelopment proposals do not allow for any on-site car parking for residents, staff or customers and can therefore be considered a car-free development, in keeping with TfL's aspiration for new developments on sites with a high PTAL rating to provide as close to zero parking as possible.

Pedestrian Access

3.4 Pedestrians will access the residential element of the scheme via an entrance directly adjacent to Finchley Road. Within the entrance area for the residential area there will be a concierge desk along with lifts and stairs to the various floors.

3.5 The entrance to the commercial unit will be located on the Finchley Road frontage.

Cycle Access and Parking

3.6 The residents cycling parking will be provided within the basement of the building, with a total of 48 spaces provided. The lift within the building's core will provide access between the cycle store and the ground floor entrance. In addition, there will be two cycle parking spaces for visitors provided within the basement.

3.7 Staff cycle parking will be located within the commercial basement space whilst customer parking will be at the front of the store in a prominent but secure and overlooked location, as indicated within the Amin Taha Architects plans.

Travel Plans

3.8 As part of the planning application a Framework Residential Travel Plan (TPA Report 1512-09 – TP02) has been prepared for the residential units. The report seek to minimise the use of private vehicles and maximise the use of sustainable modes of transport.

Deliveries and Servicing

Deliveries

3.9 The proposed commercial unit will require deliveries to be made and in addition there are likely to be occasional deliveries to the residential apartments.

3.10 As the residential deliveries will be limited in terms of frequency, predominantly when people are moving in or moving out, it is proposed that the delivery vehicles will use the existing parking bays located on Finchley Road, to the south and north of the site.

3.11 The commercial unit could require a number of deliveries each day, subject to the needs of the store. If required a Service Management Plan (SMP) will be prepared for the store and can be secured by way of condition, although it is anticipated that there will no more than five deliveries to the store each day.

3.12 Notwithstanding the proposed SMP, it is envisaged that deliveries to the store will be limited to outside of the peak hours and to further minimise the potential disruption on the local highway network the deliveries will be predominantly during the course of the morning.

Refuse Collection

3.13 The bins will be stored within the curtilage of the building ensuring that the footway along Finchley Road and Billy Fury Way are kept clear of unnecessary obstructions. The residential bin store will be located within the lower ground floor while the commercial bin store area will be located within the curtilage of the store.

3.14 On the designated collection day the bins will be taken to the front of the building for the refuse collection to be taken from the street as currently occurs in the area. This will also ensure that the bins are within an acceptable distance of the refuse vehicle and minimise any potential delay which could otherwise be caused. The concierge will be responsible for the management of the bins for the residents.

Construction Traffic

3.15 During the demolition of the existing building and the construction of the proposed development there will be a requirement for construction traffic to be able to access the site frontage to load or unload.

3.16 To enable the loading / unloading to occur there will be a need to temporarily relocate the bus stop and shelter which is across the site frontage. The proposals are to relocate the bus stop approximately 20m to the north, and discussions with TfL are ongoing although initial feedback suggests TfL accept the proposals are feasible. A drawing of the proposals can be seen in **Appendix C.**

3.17 Hoardings to protect pedestrians and vehicles during the demolition and construction phases will be provided across the site frontage. It is proposed to cover the footway while maintaining a 2.3m width during construction, which is consistent with the existing footway width across the site front. Discussion with TfL are ongoing on this matter. The proposed hoarding plan can be seen in **Appendix D.**

3.18 A draft Construction Logistics Plan (CLP) which conforms to the guidance set out in TfL's 'Construction Logistics Plan Guidance for Planner, April 2013' is contained in **Appendix E.** This indicates that at peak times in the construction process there to be up to 20 deliveries to the site, although these will be managed to ensure that they are outside of the peak times and that no more than one vehicle is at the site at any one time.

4 NATIONAL AND LOCAL POLICY

4.1 This section refers to local and national planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements.

National Planning Policy Framework (2012)

4.2 The Government's National Planning Policy Framework (hereinafter "NPPF") was introduced on 27th March 2012.

4.3 As part of the core land-use planning principles, the Government wants to:

> ***"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable." (para. 17)***

4.4 A sustainable transport mode is described as

> ***"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport" (annex 2, p. 57).***

4.5 The basis of transport policy within the NPPF is stated as;

> ***"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas." (para. 29)***

4.6 Transport is recognised as having an important role in supporting sustainable development (para. 29).

> ***"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment." (para. 32)***

4.7 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access.

> ***"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." (para. 32)***

4.8 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from

4.9 Where practical, a new development should:

- ***"Accommodate the efficient delivery of goods and supplies;***
- ***Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;***
- ***Create save and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;***
- ***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."***

Pedestrians have access to high quality public transport facilities given the excellent PTAL of 6a for the given development.

Camden Core Strategy 2010

4.10 The Camden Core Strategy 2010 is the central document of the Local Development Framework, and sets out the Council's vision, planning strategy and policies for the Borough.

4.11 Policy CS11 summarises the Council's strategy for promoting sustainable and efficient travel. The Borough intends to do this by:

- Promoting key transport infrastructure proposals to support Camden's growth;
- Improving public spaces, pedestrian links, cycle facilities and bus and rail networks;
- Expanding the availability of car clubs and pool cars;
- Minimising provision for private parking in new developments, car free developments in the borough's most accessible locations and car capped developments;
- Restricting new public parking and promote the re-use of existing car parks;
- Ensuring that growth and developments have regard to Camden's road hierarchy and do not cause harm to the management of the road network.

As the scheme is a car free development it conforms to the policies stated above with regards to minimising the provision for private parking in new developments.

Camden Development Policies 2010

4.12 The Camden Development Policies 2010 set out the criteria upon which planning applications will be assessed. With regards to transport, Policy DP16 states that:

"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."***

Parking Standards

4.13 Parking standards for developments are set out in the Camden Development Policies 2010. For car free and car capped developments, Policy DP18 states that the council will:

- ***Limit on-site car parking to: spaces designated for disabled people, any operational or servicing needs, and spaces designated for the occupiers of development specified as car capped;***
- ***Not issue on-street parking permits; and***
- ***Use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits."***

4.14 As the proposed development is car free, the cycle parking standards for retail and residential developments are set out in the table below:

Use Class	Parking Standards for Cycles
A1	Staff - from threshold of 500sqm, 1 space per 250sqm or part thereof. Customer - from threshold of 500sqm, 1 space per 250sqm or part thereof.
C3	Residents - 1 storage or parking space per unit. Visitors - from threshold of 20 units, 1 space per 10 units or part thereof.

Camden Development Policies 2010, Appendix 2

4.15 The provision of 50 cycle spaces for residents and visitors ensures the development conforms to these standards.

Summary

4.16 The proposed development is in accordance with the national, regional and local policies by conforming to the standards for car free developments, and the relevant transport policies.

5 DEVELOPMENT IMPACT

Public House Trip Generation

5.1 The TRICS database has been used to ascertain suitable trip rates for a public house given the sites characteristics, such as no car parking, and location, being adjacent to a rail station and forming part of the town centre. The trip rates identified are set out in Tables 4.1 and the TRICS reports are reproduced in **Appendix F.**

Table 5.1 Existing Public House Trip Rates per 100m^2

Mode		AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily
Pedestrians	Arrivals	0.000	7.720	70.042
	Departures	0.000	8.180	70.467
	Two Way	0.000	15.900	140.509
Cyclists	Arrivals	0.000	0.000	0.211
	Departures	0.000	0.000	0.210
	Two Way	0.000	0.000	0.421
Bus	Arrivals	0.000	0.319	5.312
	Departures	0.000	0.283	5.844
	Two Way	0.000	0.602	11.156
Rail / Tube	Arrivals	0.000	3.789	21.884
	Departures	0.000	1.841	21.316
	Two Way	0.000	5.630	43.200

5.2 The above trip rates have been applied to the existing floor area for the public house, which is approximately 813m^2, and the resulting number of trips are as set out in Table 4.2.

Table 5.2 Existing Public House Two-Way Trips

Mode	AM Peak	PM Peak	Daily
Pedestrians	0	129	1142
Cyclists	0	0	3
Bus	0	5	91
Train / Tube	0	46	351
Total	**0**	180	1587

Proposed Trip Generation

5.3 As set out above, the TRICS database has been used to ascertain the likely trip rates for both the residential and commercial elements of the proposed scheme. Given that there is no car parking associated to the proposed development, it is considered highly unlikely that there will be any private vehicle trips associated with the scheme, as reflected in the trip rates. The trips rates are set out in Tables 5.3 and 5.4, and reproduced in **Appendix G.**

5.4 For the purpose of this assessment we have used trip rates associated to similar sized food retail units which are likely to represent a worst case scenario.

Table 5.3 Proposed Residential Trip Rates per Unit

Mode		AM Peak	PM Peak	Daily
Pedestrians	Arrivals	0.048	0.080	0.808
	Departures	0.135	0.096	0.830
	Two Way	0.183	0.176	1.638
Cyclists	Arrivals	0.000	0.004	0.090
	Departures	0.020	0.000	0.052
	Two Way	0.020	0.004	0.142
Bus	Arrivals	0.004	0.044	0.331
	Departures	0.120	0.000	0.353
	Two Way	0.124	0.044	0.684
Rail / Tube	Arrivals	0.012	0.040	0.428
	Departures	0.084	0.004	0.362
	Two Way	0.096	0.044	0.790

Table 5.4 Proposed Retail Trip Rates per 100m^{2} (Retail Floor Area)

Mode		AM Peak	PM Peak	Daily
Pedestrians	Arrivals	32.715	63.311	916.158
	Departures	52.98	62.119	965.297
	Two Way	85.695	125.43	1881.455
Cyclists	Arrivals	1.854	1.854	22.12
	Departures	1.854	1.854	21.723
	Two Way	3.708	3.708	43.843
Bus	Arrivals	11.258	11.258	147.02
	Departures	5.298	9.934	127.153
	Two Way	16.821	21.192	274.173
Rail / Tube	Arrivals	20.927	8.874	121.588
	Departures	4.238	10.993	90.856
	Two Way	25.165	19.867	212.447

5.5 The trip rates set out in Table 5.3 and Table 5.4 have been applied to the proposed 22 residential apartments and 259m^{2} of retail floor area assuming of the total commercial floor space only the ground floor would be sales floor. The resulting number of trips are as set out in Table 5.5.

Table 5.5 Proposed Development Two-Way Trips

Mode		AM Peak	PM Peak	Daily
Residential (22 Dwellings)	Pedestrians	4	4	36
	Cyclists	0	1	3
	Bus	3	1	15
	Train / Tube	2	1	17
	Sub Total	**9**	**8**	**71**
Retail (259m^{2})	Pedestrians	222	325	4873
	Cyclists	10	10	113
	Bus	44	55	710
	Train / Tube	65	51	550
	Sub Total	**341**	**441**	**6246**
Total		**350**	**449**	**6317**

Development Impact

5.6 The number of trips which the public house could have previously generated is compared to the potential number of trips which the proposed development could generate in Table 5.6.

Table 5.6 Potential Development Impact

	AM Peak	PM Peak	Daily
Public House	0	180	1587
Proposed Development	350	449	6317
Difference	**+350**	**+269**	**+4730**

5.7 Table 5.6 suggests that the proposed development could result in an additional 334 movements in the AM peak, and an addition 240 movements during the PM peak. While this would initially appear significant, it should be noted that the majority of these trips (97.4% in the AM peak) are related to the commercial element of the scheme and the vast majority of these trips are likely to be predominantly pass-by trips, or diverted retail trips, and would be on the associated networks irrespective of this development.

5.8 The 'TRICS Research Report 95/2 – Pass-by & Diverted Traffic – A Resume' states in paragraph 4.3 that the generally accepted proportion of trips to be pass-by and diverted trips is around 30%. However, it also suggests in paragraph 3.9 that, in most circumstances, 10% or less of the total trips associated with the surveyed new stores were completely new to the network and 90% of traffic was already on the highway network.

5.9 The potential increase in the number of pedestrians and cyclists is not considered significant given the existing infrastructure in the area and existing movements associated with the local facilities, in particularly the rail station, around this area of the Finchley Road.

5.10 Due to the high frequency of both bus and rail / tube services in the area, the potential increase in public transport users is unlikely to have a significant impact on the operational capacity of the public transport services in the area.

5.11 As set out previously, by not providing any car parking within the proposed development there will be no impact on the local highway network through private vehicle use. The number of deliveries to the site will also be minimal and as such it is considered that there is no requirement for any assessments of the local highway network and surrounding junctions.

Summary

5.12 The proposed development will be car free and as such will have little to no impact on the local highway network.

5.13 The potential increase in pedestrian movement to and from the site is considered to be acceptable given that the majority of the trips will be existing movements in the area.

6 SUMMARY AND CONCLUSION

Summary

6.1 TPA have been instructed by 317 Finchley Road Ltd to provide transport and highways advice and input in relation to the proposed redevelopment of 317 Finchley Road, Camden.

6.2 The site is located on the A41, Finchley Road, in a mixed retail and residential area. It is bound by the A41 to the east, Finchley Road and Frognal rail station to the north, and residential areas to the south and west.

6.3 The site is located in a highly sustainable location, with a PTAL rating of 6a, which is due to the close proximity of both rail and tube stations and the high frequency bus services which stop in front of the site. The site is also within walking and cycling distance of local facilities and services.

6.4 The redevelopment proposals are to replace the former public house with 22 residential apartments and 469m^2 of commercial floorspace. The redevelopment proposals will not provide any car parking for the residential or commercial element of the scheme but will provide a total of 50 cycle parking spaces for the residential element of the scheme and four cycle parking spaces for the commercial element.

6.5 The proposed development will not generate any private vehicle trip movements and the majority of the additional non-car trips which could be attributed to the proposed development will be pass-by trips, or existing diverted retail trips, related to the proposed commercial unit. The additional pedestrian, cycle and public transport trips can be accommodated within existing infrastructure and services with no detrimental impact.

6.6 Travel Plans will be implemented for both the commercial and residential element of the scheme, along with a SMP to ensure that the overall impact of the proposed development remains minimal.

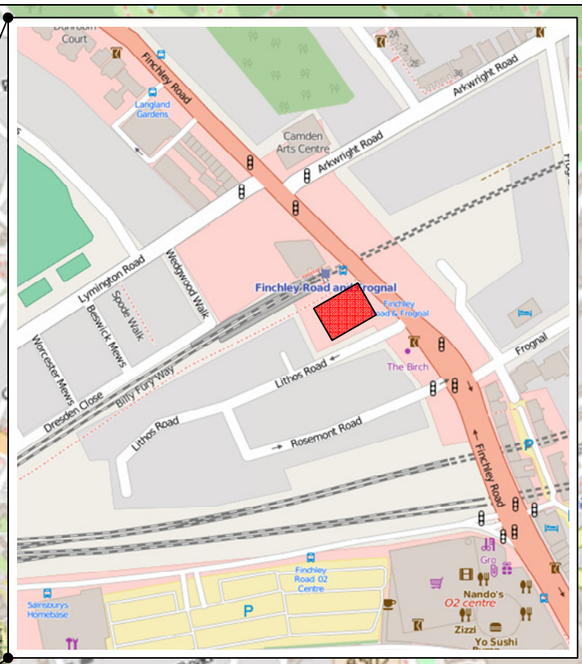
Conclusion

6.7 This report demonstrates that the proposed development is located in a highly sustainable location and will not have a detrimental impact on the local public transport network and will have no impact on the local highway network. The proposed development is also compliant with relevant national, regional and local policy and guidance.

6.8 It is therefore considered that there are no transport and highways reasons for refusal of the proposed development.

FIGURES

A3
ORIGINAL
PLOT SIZE



NOTES

Site Location

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

88 Kingsway
Holborn
London
WC2B 6AA

020 7681 6514
www.tpa.uk.com

371 FINCHLEY ROAD LTD

317 Finchley Road,
Camden

SITE LOCATION

STATUS:
FOR INFORMATION

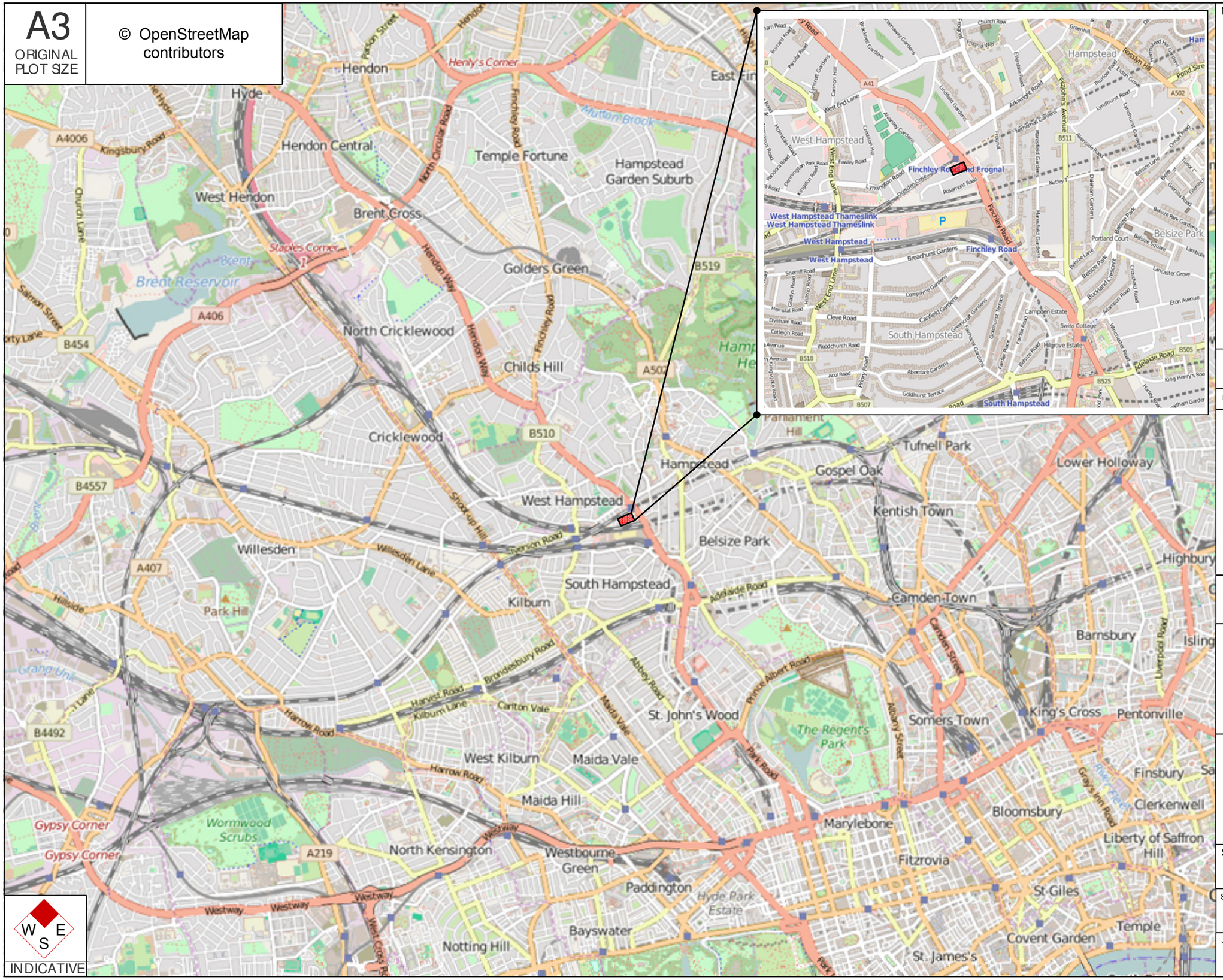
SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GG	SS	DF

JOB NO:	DRAWING NO:	DATE:
1512-09	1.1	11/01/16

W E S

INDICATIVE

A3
ORIGINAL
PLOT SIZE



NOTES

Site Location

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

88 Kingsway
Holborn
London
WC2B 6AA

020 7681 6514
www.tpa.uk.com

317 FINCHLEY ROAD LTD

317 Finchley Road,
Camden

EXISTING HIGHWAY NETWORK

STATUS:
FOR INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GG	SS	DF

JOB NO:	DRAWING NO:	DATE:
1512-09	2.1	11/01/16

A3
ORIGINAL
PLOT SIZE

Site Location

Finchley Road and Frognal

Key

- National Cycle Route
- Regional Cycle Route
- Local Cycle Network
- Cyclepath
- Footpath (no cycling)
- Bicycle Parking, with capacity
- Bicycle shop
- Toilets

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

88 Kingsway
Holborn
London
WC2B 6AA

020 7681 6514
www.tpa.uk.com

317 FINCHLEY ROAD LTD

317 Finchley Road,
Camden

EXISTING CYCLE
INFRASTRUCTURE

STATUS:
FOR INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GG	SS	DF

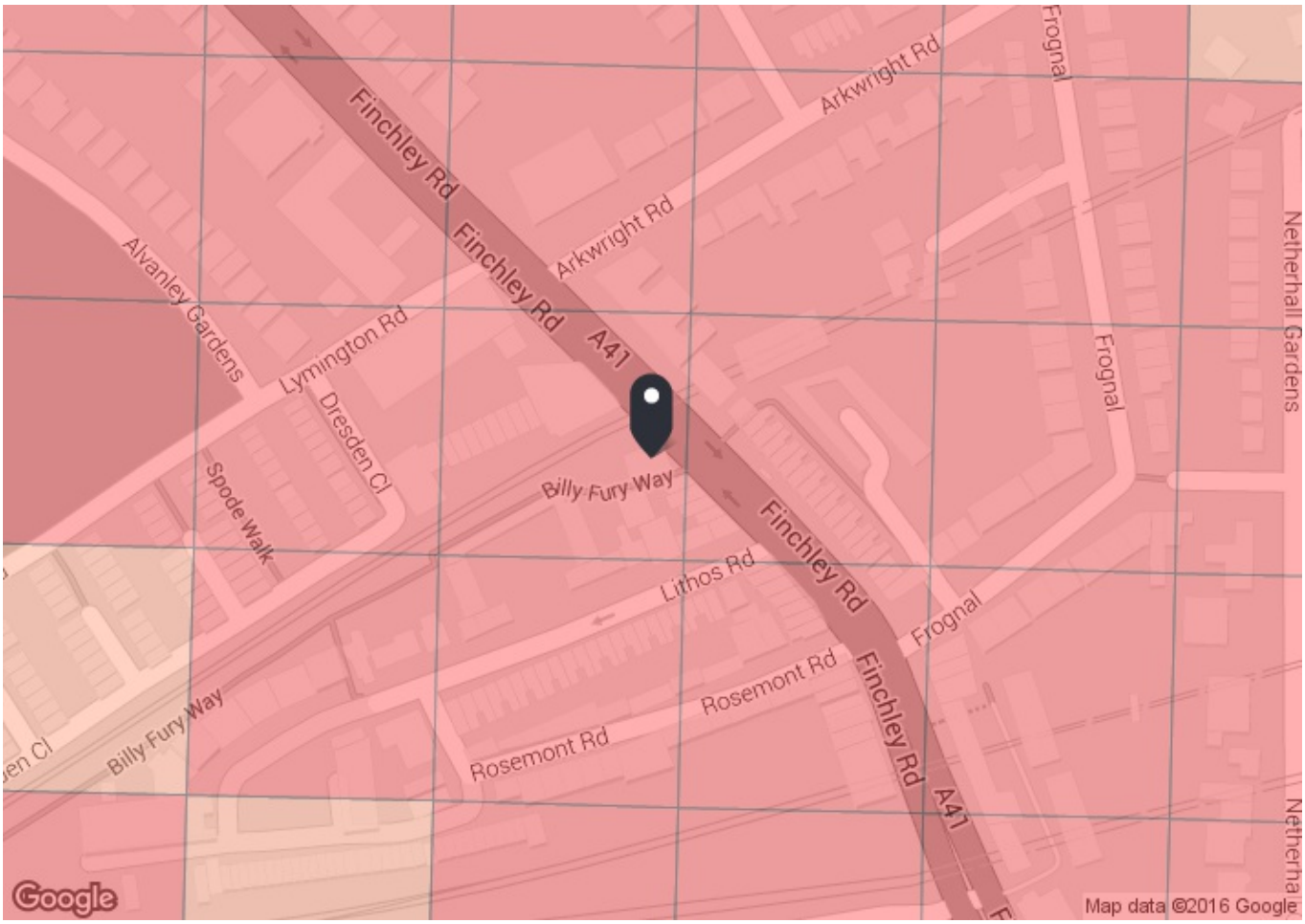
JOB NO:	DRAWING NO:	DATE:
1512-09	2.2	11/01/16

W E S

INDICATIVE

APPENDIX A

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

Quick Help Agency Ltd, London NW3, UK

Easting: 526083, Northing: 185035

Grid Cell: 104168

Report generated: 19/01/2016

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	541.34	7.5	6.77	6	12.77	2.35	0.5	1.17
Bus	FINCHLEY R & FROGNAL STN	113	93.01	7	1.16	6.29	7.45	4.03	0.5	2.01
Bus	FINCHLEY R & FROGNAL STN	82	93.01	8.75	1.16	5.43	6.59	4.55	1	4.55
Bus	FINCHLEY R & FROGNAL STN	13	93.01	8	1.16	5.75	6.91	4.34	0.5	2.17
Bus	FINCHLEY R O2 CENTRE STD	268	459.13	5	5.74	8	13.74	2.18	0.5	1.09
Bus	FINCHLEY R O2 CENTRE STD	187	459.13	5.5	5.74	7.45	13.19	2.27	0.5	1.14
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11 '	885.34	3.67	11.07	8.92	19.99	1.5	0.5	0.75
Rail	Finchley Road & Frognal	'CLPHMJ2-STFD 2L50 '	53.62	3.67	0.67	8.92	9.59	3.13	1	3.13
LUL	Finchley Road	'WembleyPark-Stratfo '	533.67	3.67	6.67	8.92	15.6	1.92	0.5	0.96
LUL	Finchley Road	'WillesdenGreen-Stra '	533.67	4.33	6.67	7.68	14.35	2.09	0.5	1.05
LUL	Finchley Road	'Stanmore-Stratford '	533.67	17.65	6.67	2.45	9.12	3.29	1	3.29
LUL	Finchley Road	'Amer-AldgateFast '	533.67	1	6.67	30.75	37.42	0.8	0.5	0.4
LUL	Finchley Road	'Ches-AldgateFast '	533.67	2	6.67	15.75	22.42	1.34	0.5	0.67
LUL	Finchley Road	'Uxbridge-AldSlow'	533.67	5.33	6.67	6.38	13.05	2.3	0.5	1.15
LUL	Finchley Road	'BakerSt-AmerFast '	533.67	1.33	6.67	23.31	29.98	1	0.5	0.5
LUL	Finchley Road	'Watford-BStreetSF '	533.67	2.33	6.67	13.63	20.3	1.48	0.5	0.74
LUL	Finchley Road	'Watford-AldSfast '	533.67	3.67	6.67	8.92	15.6	1.92	0.5	0.96
LUL	Finchley Road	'Aldg-WatfordSlow'	533.67	3.67	6.67	8.92	15.6	1.92	0.5	0.96
LUL	Finchley Road	'BakStr-WatfordSlow'	533.67	1.67	6.67	18.71	25.38	1.18	0.5	0.59
LUL	Finchley Road	'BkStr-UxbridgeSFast '	533.67	2.33	6.67	13.63	20.3	1.48	0.5	0.74
LUL	Finchley Road	'Uxbridge-BStreetSl '	533.67	3.67	6.67	8.92	15.6	1.92	0.5	0.96
LUL	Finchley Road	'Ald-HarrowHill '	533.67	1.33	6.67	23.31	29.98	1	0.5	0.5
LUL	Finchley Road	'BStreet-WembleyPk'	533.67	0.33	6.67	91.66	98.33	0.31	0.5	0.15
LUL	Finchley Road	'BakerSt-HarrowHill '	533.67	0.67	6.67	45.53	52.2	0.57	0.5	0.29
Rail	West Hampstead	'BEDFDM-SUTTON 1O13 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'STALBCY-SVNOAKS 2E11'	750.86	1	9.39	30.75	40.14	0.75	0.5	0.37
Rail	West Hampstead	'BEDFDM-SVNOAKS 2E19 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'LUTON-SVNOAKS 2E21 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'STALBCY-SVNOAKS 2E95'	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-LUTON 2O00 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-BEDFDM 2O04 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-STALBCY 2O06 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-LUTON 2O10 '	750.86	1	9.39	30.75	40.14	0.75	0.5	0.37
Rail	West Hampstead	'LUTON-SUTTON 2O17 '	750.86	0.67	9.39	45.53	54.91	0.55	0.5	0.27
Rail	West Hampstead	'STALBCY-SUTTON 2O21 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'STALBCY-SUTTON 2O29 '	750.86	0.67	9.39	45.53	54.91	0.55	0.5	0.27
Rail	West Hampstead	'LUTON-BCKNHMJ 2S91 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'STALBCY-BROMLYS 2S93'	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'BRGHTN-BEDFDM 2T02 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'BRGHTN-BEDFDM 2T04 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-STALBCY 2V02 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-STALBCY 2V08 '	750.86	0.67	9.39	45.53	54.91	0.55	0.5	0.27
Rail	West Hampstead	'BEDFDM-SUTTON 2V15 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SUTTON-BEDFDM 2V16 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'LUTON-SUTTON 2V19 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'STALBCY-SUTTON 2V27 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'LUTON-SUTTON 2V31 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'ORPNGTN-STALBCY 2D93'	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'ORPNGTN-LUTON 2D95 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SVNOAKS-STALBCY 2E59'	750.86	0.67	9.39	45.53	54.91	0.55	0.5	0.27
Rail	West Hampstead	'SVNOAKS-LUTON 2E61 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'SVNOAKS-WHMPSTM 2E63'	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
Rail	West Hampstead	'BROMLYS-LUTON 2E93 '	750.86	0.33	9.39	91.66	101.04	0.3	0.5	0.15
									Total Grid Cell AI:	35.2

APPENDIX B

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA finchley road and frognal (C)	36 MTS TO JUL-2015	17

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

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

1 0112EK40507 THU 20/09/12 08:05 LIGHT LYMINGTON ROAD J/W ALVANLEY GARDENS 02 LINK 182-184 525910 / 185050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 FAILED TO GIVEWAY, TURNED RIGHT AND CROSSED MOTORCYCLIST V2'S PATH

CASUALTY 001 (001) (37 Yrs - F NW6) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (32 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (37 Yrs - F NW6) TURNING RIGHT NW TO SW JCT MID
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (000) M/C <= 50CC (32 Yrs - M NW2) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V001 A 403 (POOR TURN OR MANOEUVRE)

---

2 0112EK49018 MON 10/12/12 08:07 LIGHT FINCHLEY RD J/W FROGNAL 02 LINK 173-184 526160 / 184950

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 PULLED OUT OF PRIVATE DRIVEWAY AND GOT HIT BY V1

CASUALTY 001 (001) (26 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (26 Yrs - M NW2) GOING AHEAD OTHER S TO N JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST
FOOTWAY

VEHICLE 002 (001) CAR (44 Yrs - M TW4) MOVING OFF W TO E JCT APP
BT - DRV NOT CONTACTED O/S HIT FIRST
FOOTWAY

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 403 (POOR TURN OR MANOEUVRE)

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

3 0113EK40130 MON 11/03/13 17:00 LIGHT FINCHLEY RD J/W LITHOS RD 02 LINK 173-184 526130 / 185010
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
DUE TO A BAD TURN BY V2, V1 HIT THE OFFSIDE OF V2

CASUALTY 001 (001) (33 Yrs - M NW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C > 500CC (33 Yrs - M NW4) GOING AHEAD OTHER NW TO SE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (? Yrs - M SE26) TURNING LEFT SE TO W JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

---

4 0113EK40637 WED 18/09/13 18:00 LIGHT FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526130 / 185010
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 TURNED RIGHT BUT FAILED TO SEE ONCOMING MOTORCYCLIST V2

CASUALTY 001 (002) (37 Yrs - M AL1) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (26 Yrs - F NW7) TURNING RIGHT NW TO SW JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) M/C > 500CC (37 Yrs - M AL1) GOING AHEAD OTHER SE TO NW JCT MID
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 403 (POOR TURN OR MANOEUVRE)

---

5 0113EK40633 TUE 24/09/13 20:50 DARK FINCHLEY ROAD 39M S OF FROGNAL 02 LINK 173-184 526190 / 184920
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
F.T.S V2 MOVED OFF AND HIT PEDAL CYCLIST V1

CASUALTY 001 (001) (36 Yrs - F NW6) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (36 Yrs - F NW6) GOING AHEAD OTHER N TO S
BT - NOT APPLICABLE N/S HIT FIRST

VEHICLE 002 (000) M/C 125-500CC (? Yrs - M) MOVING OFF N TO S
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

6 0113EK40706 WED 23/10/13 15:50 LIGHT FINCHLEY ROAD 50M NW OF LITHOS ROAD 02 LINK 173-184 526090 / 185040
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
THE PED STEPPED OUT INTO V1'S PATH

CASUALTY 001 (001) (45 Yrs - F NW3) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) GDS =< 3.5T (25 Yrs - M LV5) GOING AHEAD OTHER SE TO NW JNY PART OF WORK
BT - NEGATIVE FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)

---

7 0114EK40059 SAT 01/02/14 16:40 LIGHT NFL- FINCHLEY ROAD J/.W ARKWRIGHT ROAD 02 NODE 184 526030 / 185100
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V2 COLLIDED WITH REAR OF STAT V1

CASUALTY 001 (001) (25 Yrs - F CR2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (25 Yrs - F CR2) GOING AHEAD HELD UP SE TO NW JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M NW3) GOING AHEAD OTHER SE TO NW JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

8 0114EK40386 WED 21/05/14 08:44 LIGHT NFL- FINCHLEY ROAD 37M NW OF J/W LITHOS ROAD 02 LINK 173-184 526100 / 185040
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
V1 MOVED OFF AND BRAKED SUDDENLY DUE TO ANOTHER CAR CAUSING INJURY TO C1

CASUALTY 001 (001) (37 Yrs - F NW3) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (41 Yrs - M EN8) GOING AHEAD OTHER SE TO NW JNY PART OF WORK
BT - NEGATIVE FRONT HIT FIRST

V001 A 408 (SUDDEN BRAKING)

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

9 0114EK40451 THU 12/06/14 16:40 LIGHT FINCHLEY ROAD 40M SE OF J/W ROSEMONT ROAD 02 LINK 173-184 526180 / 184930

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

CAR CUT ACROSS V1'S PATH CASUING V1 TO BRAKE AND CAUSE INJURY TO C1 PASSENGER - [FELL TO FLOOR (C001)]

CASUALTY 001 (001) (54 Yrs - M NW6) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (60 Yrs - M HA8) GOING AHEAD OTHER SE TO NW JNY PART OF WORK
BT - NOT REQUESTED DID NOT IMPACT

C001 A 999 (OTHER FACTOR)

V001 A 408 (SUDDEN BRAKING)

---

10 0114EK40583 MON 21/07/14 17:30 LIGHT FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526130 / 185010

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 TURNED RIGHT ACROSS TRAFFIC AND V2 ON INSIDE OF TRAFFIC CAUSING COLLISION

CASUALTY 001 (002) (37 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (48 Yrs - M HA9) TURNING RIGHT NW TO SW JNY PART OF WORK JCT MID
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (37 Yrs - M NW2) OVERTAKING NEARSIDE SE TO NW JCT MID
BT - NOT REQUESTED FRONT HIT FIRST
BUS LANE

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V001 A 405 (FAILED TO LOOK PROPERLY)

---

11 0114EK40689 SAT 30/08/14 17:13 LIGHT FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526120 / 185020

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

PED STEPPED OUT FROM FRONT OF COACH INTO PATH OF V1

CASUALTY 001 (001) (30 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SW BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) CAR (54 Yrs - M SG12) GOING AHEAD OTHER SE TO NW JCT CLEARED
BT - NEGATIVE FRONT HIT FIRST
BUS LANE

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

C001 A 802 (FAILED TO LOOK PROPERLY)

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

12 0114EK41005 MON 01/12/14 06:10 LIGHT FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526140 / 184990
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
PED CROSSED FROM FRONT OF STAT COACH INTO PATH OF V1 WHO WAS ON NEARISDE OF COACH

CASUALTY 001 (001) (56 Yrs - M NW2) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) TAXI (? Yrs - F UNKN) OVERTAKING NEARSIDE NW TO SE JNY PART OF WORK JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST
BUS LANE

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

---

13 0115EK40043 THU 22/01/15 08:45 LIGHT FINCHLEY ROAD 36M SE OF J/W ARKWRIGHT ROAD 02 LINK 173-184 526050 / 185080
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
PED WITH HEADPHONES ON CROSSED TRAFFIC INTO PATH OF V1

CASUALTY 001 (001) (17 Yrs - M NW3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING NE BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (38 Yrs - M NW9) OVERTAKING NEARSIDE NW TO SE JNY PART OF WORK
BT - NOT REQUESTED FRONT HIT FIRST
BUS LANE

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

---

14 0115EK40053 THU 22/01/15 18:00 DARK FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526130 / 185000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2, V2 LOST CONTROL MOUNTED PAVEMENT HITTING PED

CASUALTY 001 (002) (32 Yrs - M N3) SLIGHT DRIVER/RIDER
CASUALTY 002 (002) (38 Yrs - F NW6) SLIGHT PEDESTRIAN UNKNOWN

VEHICLE 001 (002) CAR (52 Yrs - M NW9) TURNING RIGHT NW TO SW JNY PART OF WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (32 Yrs - M N3) GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST
LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT BUS LANE

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 403 (POOR TURN OR MANOEUVRE)
V002 A 410 (LOSS OF CONTROL) V002 B 405 (FAILED TO LOOK PROPERLY)

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

15 0115EK40073 FRI 30/01/15 09:55 LIGHT FINCHLEY ROAD J/W ARKWRIGHT ROAD 02 NODE 184 526040 / 185090

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 MOVED FORWARD TO THE LEFT HITTING REAR OF STAT V2

CASUALTY 001 (002) (27 Yrs - F UNKN) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	GDS =< 3.5T BT - NEGATIVE	(61 Yrs - M HP23)	MOVING OFF	SE TO NW JNY PART OF WORK FRONT HIT FIRST	JCT APP
VEHICLE	002 (001)	CAR BT - NEGATIVE	(27 Yrs - F UNKN)	GOING AHEAD HELD UP	SE TO NW BACK HIT FIRST	JCT APP

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 403 (POOR TURN OR MANOEUVRE)

---

16 0115EK40407 SUN 24/05/15 14:10 LIGHT FINCHLEY ROAD J/W LITHOS ROAD 02 LINK 173-184 526120 / 185010

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V3 OVERTAKING PARKED V1, V2 OVERTOOK V3 AND OPENED DOOR HITTING V3 INTO V1

CASUALTY 001 (003) (34 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE	001 (003)	CAR BT - DRV NOT CONTACTED	(? Yrs - U PARKED)	PARKED	P TO P O/S HIT FIRST	JCT APP
VEHICLE	002 (001)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	OVERTAKE MOVE VEH O/S	NW TO SE N/S HIT FIRST	JCT APP
VEHICLE	003 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(34 Yrs - M NW6)	GOING AHEAD OTHER HIT OPEN DOOR	NW TO SE O/S HIT FIRST	JCT APP

V002 A 601 (AGGRESSIVE DRIVING) V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) 36 MTS TO JUL-2015 SORTED BY DATE

17 0115EK40531 THU 18/06/15 19:08 LIGHT FINCHLEY ROAD 28M S OF J/W FROGNAL 02 LINK 173-184 526174 / 184946

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

V1 OPENED DOOR INTO PATH OF V2

CASUALTY 001 (002) (30 Yrs - M NW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - U UNKN) PARKED P TO P
BT - DRV NOT CONTACTED O/S HIT FIRST
BUS LANE

VEHICLE 002 (001) M/C 50-125CC (30 Yrs - M NW6) GOING AHEAD OTHER S TO N
BT - DRV NOT CONTACTED FRONT HIT FIRST
BUS LANE

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

End of Accidents for .001 GIS AREA finchley road and frognal (C)

End of Report

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA finchley road and frognal (C)	36 MTS TO JUL-2015	17

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

Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) — 36 MTS TO JUL-2015 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0112EK40507	0112EK49018	0113EK40130	0113EK40637	0113EK40633	0113EK40706	0114EK40059	0114EK40386	0114EK40451	0114EK40583
Day	THURSDAY	MONDAY	MONDAY	WEDNESDAY	TUESDAY	WEDNESDAY	SATURDAY	WEDNESDAY	THURSDAY	MONDAY
Date	20/09/2012	10/12/2012	11/03/2013	18/09/2013	24/09/2013	23/10/2013	01/02/2014	21/05/2014	12/06/2014	21/07/2014
Time	08:05	08:07	17:00	18:00	20:50	15:50	16:40	08:44	16:40	17:30
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location						0				
Contributory Factors (* denotes pre 2005)	405 V001 A 302 V001 A 403 V001 A	405 V002 A 403 V002 A	403 V002 A 305 V002 A	405 V001 A 403 V001 A	405 V002 A 602 V002 A	801 C001 A 802 C001 A	405 V002 A 602 V002 A	408 V001 A	999 C001 A 408 V001 A	405 V002 A 701 V002 A 701 V001 A 405 V001 A
Easting/Northing	525910 185050	526160 184950	526130 185010	526130 185010	526190 184920	526090 185040	526030 185100	526100 185040	526180 184930	526130 185010

Pedestrian	5	29 %
Wet	1	6 %
Dark	2	12 %

Site Diagram

Severity / Months To	12 07/2013	12 07/2014	12 07/2015	Total	Pct
Fatal	0	0	0	**0**	**0.0 %**
Serious	0	3	0	**3**	**17.6 %**
Slight	3	4	7	**14**	**82.4 %**
Total	**3**	**7**	**7**	**17**	
Pct	**17.6 %**	**41.2 %**	**41.2 %**		

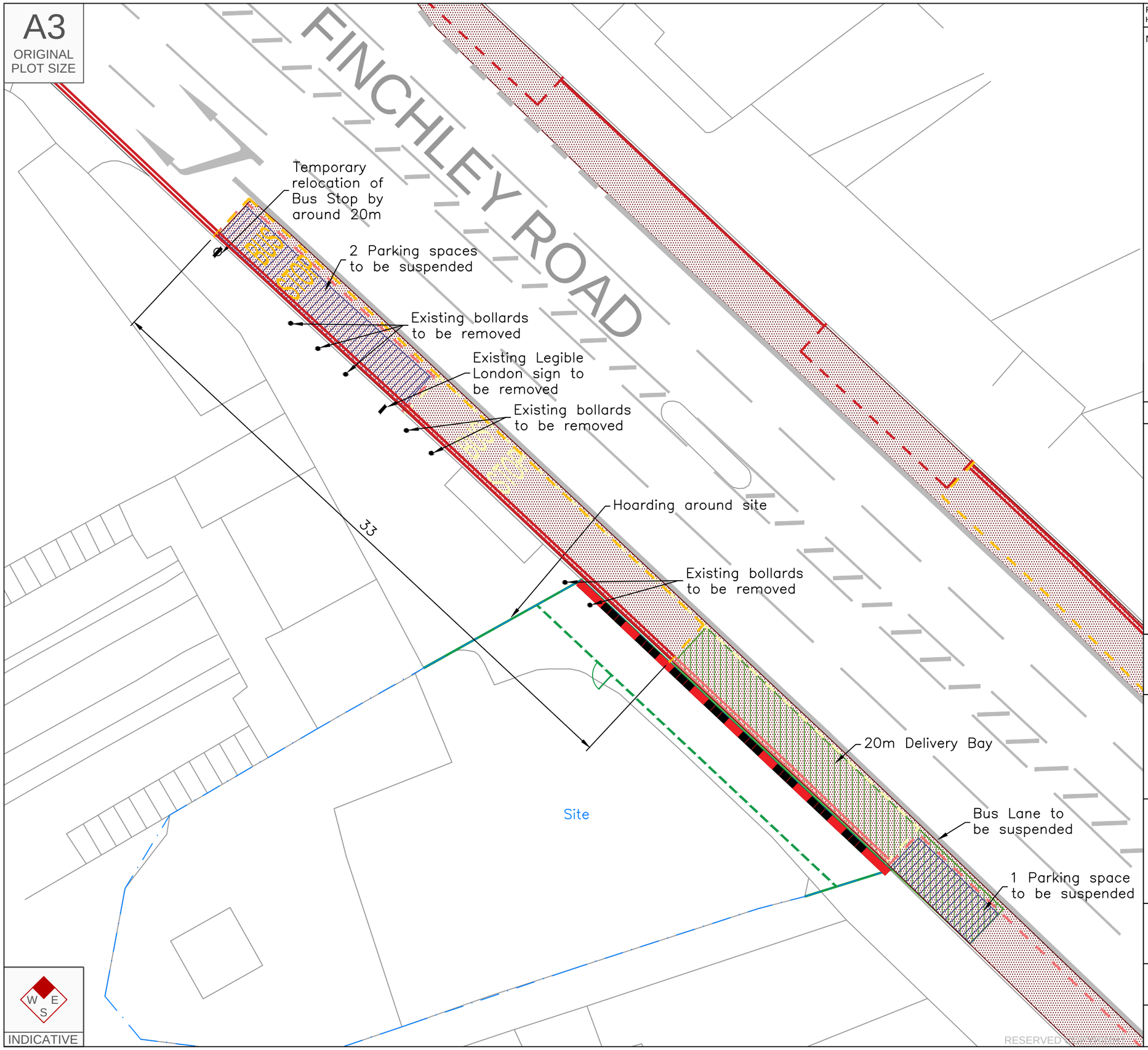
Finchley Rd & Frognal area - personal injury collisions- 36mths to 31 July 2015 (provisional)

.001 GIS AREA finchley road and frognal (C) — 36 MTS TO JUL-2015 SORTED BY DATE

	11	12	13	14	15	16	17
Accident Reference	0114EK40689	0114EK41005	0115EK40043	0115EK40053	0115EK40073	0115EK40407	0115EK40531
Day	SATURDAY	MONDAY	THURSDAY	THURSDAY	FRIDAY	SUNDAY	THURSDAY
Date	30/08/2014	01/12/2014	22/01/2015	22/01/2015	30/01/2015	24/05/2015	18/06/2015
Time	17:13	06:10	08:45	18:00	09:55	14:10	19:08
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict							
Pedestrian Location	50M	50M	50M	0			
Contributory Factors (* denotes pre 2005)	801 C001 A 802 C001 A 808 C001 A 701 V001 A	801 C001 A 802 C001 A 808 C001 A 701 V001 A	801 C001 A 802 C001 A 808 C001 A 701 V001 A	405 V001 A 403 V001 B 410 V002 A 405 V002 B	406 V002 A 403 V002 A	601 V002 A 904 V002 A 407 V002 A 602 V002 A	405 V001 A 904 V001 A
Easting/Northing	526120 185020	526140 184990	526050 185080	526130 185000	526040 185090	526120 185010	526174 184946

APPENDIX C

A3
ORIGINAL
PLOT SIZE



NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
A	16/2/16	Amended with TfL comments	JM	SS	-

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

Transport Planning Associates

88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com

CLIENT:
317 FINCHLEY ROAD LTD

PROJECT:
317 FINCHLEY ROAD
LONDON
NW3 6EP

TITLE:
TRAFFIC REGULATION ORDER LAYOUT

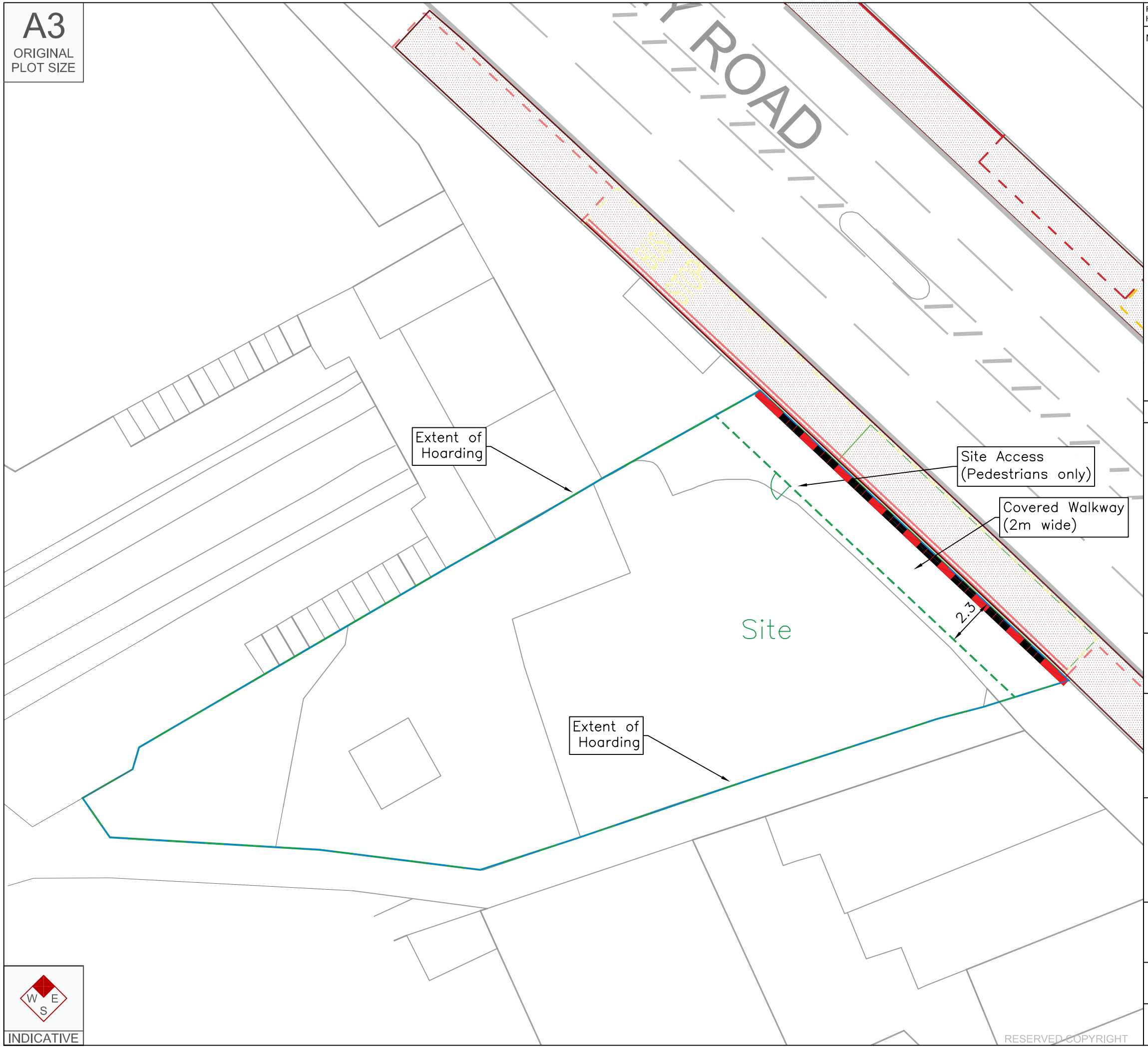
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1 : 200	11/01/16	JM	SS	DEF

JOB NO:	DRAWING NO:	REVISION:
1512-09	SK02	A

APPENDIX D

A3
ORIGINAL
PLOT SIZE



NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
B	29/4/16	Amended view limits to include rear of building	JM	SS	DF
A	16/2/16	Amended with TfL comments	JM	SS	DF

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com

CLIENT:
317 FINCHLEY ROAD LTD

PROJECT:
317 FINCHLEY ROAD
LONDON
NW3 6EP

TITLE:
HOARDING PLAN

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1 : 200	11/01/16	JM	SS	DEF

JOB NO:	DRAWING NO:	REVISION:
1512-09	SK01	B

APPENDIX E

Construction Logistics Plan Guidance

For planners

MAYOR OF LONDON

Transport for London

Contents

Section 1

Introduction

Transport for London (TfL) has developed this guidance to encourage safe and efficient construction logistics operations within the Capital. This publication is part of a series of guidance documents are designed to support transport planners, the construction industry and its logistic operations. They are open for comment and will be periodically reviewed based on collective feedback. If you have any comments on document structure, content or their general usefulness, please email freight@tfl.gov.uk with 'CLP Guidance' in the subject line.

Construction Logistics Plans (CLPs) are an important management tool for planners, developers and all parties involved in the planning process for construction work.

They are an effective way of reducing the negative effects of construction work such as congestion, pollution and noise that may affect local communities, residents, businesses and the environment.

This guidance explains what to look for in a CLP. Further information is available in TfL's CLP Guidance for Developers.

A well-written CLP benefits the local environment and road-users, and can generate cost savings by streamlining deliveries. Other benefits include:

- Improved air quality from reduced traffic and congestion
- Raised standards of safety on the roads, with particular emphasis on vulnerable road users
- Better highway efficiency by reducing the effects of construction activity through better delivery management and access
- More cost effective construction logistics activity

In addition to being a planning requirement, many elements of a CLP are already used by construction companies as part of their internal planning and construction management process. A CLP brings all these actions into one document.

1.2 What is a CLP?

It describes how the project will be run and managed. It contains the following sections:

- Overview of the development site – explains where the site is located, its points of access, existing situation and nature of the development
- Forecast of possible trip generation – to identify the potential phased impact of delivery and waste removal trips on the road network and environment without the use of mitigation measures
- Summary of policies and procedures – all the written guidance the developer will use during construction

- Site operations and access – to show how the policies and procedures will reduce the number and impact of construction trips

- Management of the CLP – practical day-to-day overview of how the CLP will be managed

- Contractual relationships and obligations of sub-contractors – these should be set out in writing before work on the construction site starts. TfL has its own criteria that can be used as a starting point. For more information go to www.fors-online.org.uk or refer to the annex at the end of this document

- Contractors' handbook – this sets out the requirements for all operatives on the construction site

- Monitoring compliance, reporting and review – to identify how delivery activity and compliance with the CLP contractual requirements will be monitored and reported

1.3 Types of CLPs

Developers will be asked to submit one of two different types of CLPs. One is a 'single development' plan where construction is limited to one site. The other is a 'framework' where a construction site is part of a larger development.

Developers working in an Opportunity Area Planning Framework (OAPF) where construction work is taking place on multiple sites, or in a locally designated 'framework area', will need to show how their CLP considers integration of their site with others in the area. They must also show they have considered issues such as combined supply chains and freight consolidation by consulting and collaborating with other developers.

1.4 When are they submitted?

CLPs can be submitted to the local planning authority at several stages:

- Pre-application discussion stage

The earlier the CLP is submitted in the planning process, the better. At this point an outline plan or full plan is submitted to accompany the development application to the planning authority and, where required, the Greater London Authority or TfL.

- Post-granted discharge of conditions and/or highway design stages

At this stage it is likely that a planning authority,as part of its conditions, will request a detailed CLP. Developers usually submit this once planning permission has been granted, using a 'discharge of condition' application.

For large highway schemes further CLPs may be supplied at the highways design stage to the planning or highway authority. This is normally either a London borough or TfL, and sometimes both.

TfL always urges developers to discuss construction matters at the earliest possible stage in order to iron out any possible issues.

Coordination

Where a construction is part of a larger redevelopment such as an OAPF, it is important that the CLP includes details of how the developer will work with neighbouring construction sites. Opportunities to benefit from economies of scale and collaborative efficiencies should be included in the plan.

These economies may be increased by using water transport (the London Blue Ribbon network) and rail transport.

If you are planning combined road transport deliveries, you will find a Freight Journey Planner available at tfl.gov.uk a useful tool for maximising delivery efficiencies.

Point to note

Don't confuse CLPs with Transport Assessments or Statements prepared by developers to determine whether the potential impact of a new development will have significant implications for transport.

Further information about transport assessments can be found in the Guidance on Transport Assessment (2007) available on the Department for Transport and TfL websites.

Section 2

Policy background

This section explains why CLPs are used in planning and outlines the key national and London strategic planning policy documents that underpin them.

A CLP must be explicit in how it supports existing policies, including:

2.1 Traffic Management Act (2004)

Part 2 sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network. Again, the requirement for efficient use of the network and the requirement to avoid congestion are made clear.

2.2 National Planning Policy Framework

The framework includes promoting the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies.

2.3 The London Plan (2011)

This makes specific reference to CLPs as a way of making more efficient use of the road network. Chapter 6 of the London Plan (policies 6.3 and 6.14) encourages developers to submit CLPs and consider freight. CLPs are secured for applications which are referable to the Mayor, governed by the Mayor of London Order 2008 where they are construction matters. In addition they are encouraged where they are construction issues on all other applications.

This should form part of a wider submission, which will also include a Transport Assessment or Transport Statement and travel plan. For further information, refer to TfL's Transport Assessment Best Practice Guidance. CLPs should also refer to the site's Travel Plan, which will include measures to encourage construction staff to travel to work sustainably.

2.4 The Mayor's Transport Strategy (2010)

This promotes the adoption of CLPs that recognise efficiency, and environmental and safety benefits.

2.5 Local authority policy

London's local authorities develop their own guidance and policies about the use of CLPs and what they need to include. However, they must conform with the London Plan. Croydon, for example, has produced guidance for developers stating that a CLP must include actions for improving air quality, reducing carbon dioxide (CO_2) emissions and minimising disturbance to local residents and businesses caused by construction.

2.6 London Freight Plan (2008)

CLPs are one of the key parts of TfL's London Freight Plan, which aims to increase sustainable freight transport within the Capital.

There is also a close link with Delivery and Servicing Plans (DSPs). These aim to achieve more efficient coordination and management of a site's delivery and servicing, with a consequent reduction in road freight traffic.

2.7 OAPF areas development requirement

There are a significant number of OAPFs in London, plus areas where extensive development is expected in line with the objectives of the London Plan.

CLPs can be effective at significantly reducing construction transport movements in and around OAPF developments as they can cover multiple sites, and should be considered as part of the OAPF process. In these areas of high construction activity, the use of freight consolidation is more likely to be considered and can be effective at reducing the area's overall impact on the capacity operation, increasing safety of the local highway and delivering environmental benefits.

Section 3

Typical contents of a CLP

This section provides an overview of what a typical CLP should include.

3.1 Introduction
The type of CLP submitted to a planning authority, details of the applicant, name of the site, overview of the site, and key issues to be addressed.

3.2 Site information
The location of the site, and the size and nature of the development.

3.3 Construction details
What the developer will need to consider to ensure road trips to and from the construction site are planned and managed safely, reducing the risk to other road users and pedestrians.

Headings in this section should include:

- Works programme – details of the scheme including indicative dates for each stage of the construction process

- Possible trip generation – as part of the CLP the developer will need to identify the number of trips associated with the construction project at the earliest possible stage. This will vary between phases, and will require close cooperation with all subcontractors. This information will be important for target-setting and measuring actual road activity. The mechanism for identifying the number of trips will rest with the contractor, but must be realistic and withstand scrutiny

- Routing – details such as a map of showing primary and secondary designated routes must show how vehicles will keep to main routes and comply with the restrictions of the London Lorry Control Scheme. Monitoring the use of these routes is also required

- Delivery scheduling – to efficiently manage the transport of supplies to the construction site, developers should use scheduling and booking software. The program may be an in-house or a generic commercial product. There is also a CLP tool on the TfL website. Developers should also consider, within the local authority's agreed time restrictions, transporting freight during off-peak hours

- Use of holding areas and vehicle call-off – developers should make provision for vehicles to be held off-site, acknowledging and taking into account local and red route restrictions, and ensuring there is no on-road queuing

- Permit schemes and access – these may be needed around or within the construction site, and should be discussed with the developer as part of preparing the CLP

- Impact on the highway – if changes to the highway are necessary for construction access, this should be considered as part of the CLP. The relevant highway authority should be consulted at the earliest possible stage

- Swept Path Analysis – details of a swept path analysis for operational vehicles will be included as part of the planning application but this is unlikely to include the analysis of construction vehicles As such this should be included as part of the CLP

- Parking, loading and unloading arrangements – it is necessary to include details of any parking bay suspensions needed to allow construction vehicles to enter and leave the site. Also refer to any specific parking, loading and unloading arrangements

- Hours of operation – the CLP should provide details of the hours of operation that construction activities will be limited to. Developers should also consider transporting freight during off-peak hours, providing they comply with local authority guidelines

3.4 Traffic management
How traffic will be managed during the various phases of the construction, including the type of construction vehicles to be used and when, parking arrangements for delivery vehicles, pedestrian cyclists, bus and general traffic considerations.

3.5 Developing and using policies and procedures
Policies and procedures that the developer will put in place during the construction project. Policies should include:

- Waste minimisation – examples of best practice are available on the Waste and Resources Action Programme (WRAP) website. Go to www.wrap.org.uk and type 'construction recycling case studies' in the search box

- Use of alternative modes of transport – showing consideration of using water freight and rail, particularly for moving bulk raw

materials. The London Blue Ribbon Network, for example, includes the Thames, navigable tributaries and the London canal system. An interactive map of the operational London wharves can be found on the Port of London Authority website, www.pla.co.uk. Another example is the railhead at Purley, south London, for transporting aggregate materials

- Work-Related Road Risk (WRRR) – companies working on a TfL contract must comply with TfL's WRRR contract requirements. Find out more from the 'TfL Contractors' page on the FORS website, www.fors-online.org.uk

- Common procurement – for use in partnership with developers at neighbouring sites to reduce the volume of road traffic. Where applicable, the developer should indicate the origin of the materials along with the collective disposal of wastage building and recyclable materials

- Consolidation and/or collaboration – use where possible to reduce road traffic. Ways of consolidating include flexible 'pay as you go' approaches that eliminate the fixed costs of a dedicated facility. These approaches are effective in reducing the negative impact of transporting materials by decreasing the number of road trips made.

Reports on London Construction Consolidation Centres (LCCs) can be found in the freight section on the TfL website

- Off-site fabrication – this can reduce road traffic to the construction site, which is particularly advantageous if it is within a busy traffic area. Developers should make reference to off-site fabrication if this is to be used, giving detail of the movement from the fabrication point to the construction site and any over-gauge road moves that may be needed

3.6 Monitoring compliance, reporting and review

How developers will monitor and report the following:

- Contract compliance of main and sub-contractors

- Site trip generation and reducing the impact of trips through mitigation measures

- Use of alternative transport modes

- Benchmarks and targets

- Adherence to timescale plans for major logistics activity

For further details about monitoring, see section 6 in this document.

3.7 CLP management

How the CLP will be managed, including the contact details of a named person the planning authority and other stakeholders, including TfL, can approach to discuss the CLP.

Section 4

Contractual relationships

A developer should introduce contractual requirements that address road safety and environmental performance, and communicate these through the supply chain.

If the developer's contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site.

It is the developer's responsibility to ensure their requirements are part of the main contractor's and subcontractors' contracts. The main contractor is responsible for ensuring that all sub-contractors conform to the terms and conditions set.

An example is how TfL has introduced new WRRR requirements into its existing and new contracts. Find out more from the 'TfL contractors' section on the FORS website, www.fors-online.org.uk.

Within a set number of days of being awarded a contract, the contractor should supply compliance information to the developer. The developer should also ask to receive regular compliance reports from its main contractor, which can be made available to the planning authority upon request. It is therefore recommended each contract requires suppliers to register with FORS.

4.1 WRRR

WRRR and compliance must be included in any CLP. TfL requires all its contractors to:

- Achieve FORS Bronze standard with 90 days of contract award

- Fit side guards, Class VI mirrors, close proximity sensors, warning alarms and near-side CCTV (or a Fresnel lens) to vehicles over 3.5 tonnes including those previously exempted

- Ensure all drivers receive approved safety training (Safer Urban Driving or similar FORS-approved courses) within an agreed timeframe which will be dependent on the duration of the construction project: 60 days is typical

- Undertake driver licence checks with the DVLA regularly and before any driver works on the contract

- Fit rear cyclist warning signs

- Submit collision reports to TfL's freight and fleet programmes team

4.2 Environment

CLP measures should help minimise the impact on the environment. All contracts should follow the requirements set out by TfL. These are:

- Minimum euro engine standards for drive-train

- CO_2 reporting

- Driver training (Greener City Driving or similar FORS-approved courses) within an agreed timeframe, which will be dependent on the duration of the construction project: 60 days is typical

Section 5

Handbooks

5.1 Contractors' handbook

The CLP should contain details of the contractors' handbook. Producing a handbook is an effective way to ensure that all contractors are aware of their obligations. This should include the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental and safety orientated
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration
- Vehicle routing and delivery scheduling system – an explanation to contractors of the routing and delivery system in use, contractors' access and their requirement to utilise the schedule deliveries system
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training
- Contract compliance reporting – contractors must report on any requirements that are part of the planning condition and/or the CLP. This must happen at a pre-agreed time, such as daily, weekly or monthly. The complexity and frequency of the reporting will reflect the scale and duration of the construction project

5.2 Drivers' handbook

Owing to the subcontracted nature of the construction industry, it is important that all drivers are aware of their obligations. Therefore, a drivers' handbook should include essentials relating to environment and safety. It should be concise, specific to the individual construction project, and should include:

- Authorised routes to and from the site
- Site opening times
- Booking and scheduling information
- Site entry and exit points, and other information relating to access
- Anti-idling
- Vulnerable road user safety

Section 6

Monitoring compliance, reporting and review

As CLPs must help reduce the environmental impact of construction sites and the risk of road-related incidents, they need to be monitored and reviewed throughout the project.

The CLP should set out details of how monitoring and reporting will be carried out for:

- Contract compliance of main and subcontractors, www.fors-online.org.uk
- Site trip generation and reducing the impact of trips through mitigation measures. This should include the results of using the booking and scheduling tool on the construction site, compared to the post-mitigation targets identified at the planning stage. Where targets are missed further mitigation should be introduced
- The use of other transport modes should be reviewed and agreed with the developer, and shown to have been used. Benchmarks and targets should be agreed at the planning discussion stage, in particular deliveries by volume and transport mode
- Adherence to timescale plan for major logistics activity. The planning authority is usually responsible for monitoring the CLP. For larger and multiple schemes a construction working group, possibly including stakeholder representatives, may be beneficial

Section 7

Associated documents

CLPs form part of a broader strategy relating to sustainable travel and transport during the life of the development project, including:

- Construction staff travel plans – during construction there will be significant movement of employees working on the construction site. Where possible, maximum use should be made of the public transport network. Therefore, the CLP should include a summary of local public transport to the construction site, and a description of how the construction organisation will discourage its use of private transport. Local public transport maps should be included and made available to site personnel. Oyster promotions should be publicised, and safe and secure cycle parking be made available at the construction site

- DSPs – a key planning consideration is how to reduce delivery and servicing activity and related journeys when the development is completed and in use. Because of this, a DSP is needed before a building or development is finished. An essential consideration is the physical layout of a building, with dedicated delivery and servicing access. This must be shown in the building design and in plans associated with the CLP, and discussed and agreed with the planning authority at the pre-application stage.

As part of the New Way to Plan, the DSP is usually included as part of the travel plan

- Staff and visitor travel plan – this follows after the construction is complete. It aims to reduce carbon impact by cutting the amount of travel and, where possible, encouraging a shift from people driving to using public transport, walking or cycling. This will reduce the proportion of journeys to work made in single occupancy vehicles

Section 8

Checklist: What to look out for in a CLP

Section 1: Introduction
- Details of the applicant submitting the CLP
- Name of the site
- Type of CLP
- Overview of the site and main issues to be addressed

Section 2: Site information
- Location of the site
- Size and nature of the development
- Details of any parking constraints near the site
- Details of site access including public transport, cycling and footways
- Any changes to services during the construction phase

Section 3: Construction details
- Details of the scheme
- Works programme showing indicative dates for each stage of construction
- Overview of the different stages of the construction processes
- Access arrangements for vehicles
- Details of any parking bays that may need to be suspended to make way for large construction vehicles
- Number of deliveries
- Hours of site operation
- Proposed routing
- Number and type of construction vehicles for each development phase
- Parking, loading and unloading arrangements and monitoring methods
- Swept path analysis
- Measures to address any issues regarding entry, access and exit to the site
- Details of storage of plant and materials

Section 4: Traffic management
- Details of how traffic will be managed during the various stages of construction
- Type of construction vehicles needed and when
- Parking arrangements for delivery vehicles
- Pedestrian, cyclist, bus and general traffic considerations.

Section 5: Developing and using policies
- Minimising waste
- Use of other modes of transport
- Vehicle renewal replacement
- Consolidation and/or collaboration with nearby developers
- Off-site fabrication

Section 6: Monitoring, compliance, reporting and review
- How the CLP will be monitored
- Compliance arrangements
- Reporting and review arrangements

Section 7: CLP management
- Overview of how CLP, is managed and who is responsible for it.

Annex
Example structure of a CLP

Introduction
- What does TfL want from a CLP?

1. Reduced trips in peak periods leading to less congestion
2. Less emissions
3. Improved vehicle safety
4. Evidence that the site is managing logistics effectively and to plan

How are these aspirations supported by national, regional and local policies?
- Policy or policies promoting CLPs
- Policy or policies promoting:

1. Reduced trips in peak periods leading to less congestion
2. Less emissions
3. Improved vehicle safety

CLP structure

1. Site Information
2. Outline construction programme
3. Trip generation:
   a. Initial
   b. With mitigations – listing the mitigations
4. Description of what is proposed
   a. Reduced trips in peak periods leading to less congestion
      i. Core elements:
         1. Use of delivery schedule to plan ahead and resolve site access conflicts
         2. Approved route plans to ensure vehicles use roads with adequate capacity
         3. Coordination with nearby sites by producing monthly, weekly and daily site access schedules, and attending regular coordination planning meetings with local authorities and neighbouring sites
      ii. Options
         1. Use of off-peak times for deliveries
         2. Consolidation
         3. Call-off holding areas
         4. Use of alternative modes
   b. Less emissions
      i. Core elements:
         1. Vehicle replacement Euro engine standards

2. Driver training

3. Transport CO_2 reporting

ii. Options

1. Use of off-peak times for deliveries

2. Consolidation

3. Use of alternative modes

c. Improved safety

i. Core elements:

1. Use of contract requirements

a. Driver training

b. Transport collision reporting

c. Mirrors

d. Side guards

e. Close proximity warning systems

f. Warning stickers

g. FORS bronze

h. Collision reporting

ii. Options

1. Use of off-peaks for deliveries

2. Consolidation

3. Use of alternative modes

5. Evidence that the site is managing logistics effectively and to plan

i. Core elements:

1. Data from a delivery schedule tool, including evidence of site-arrival vehicle and driver-compliance checks

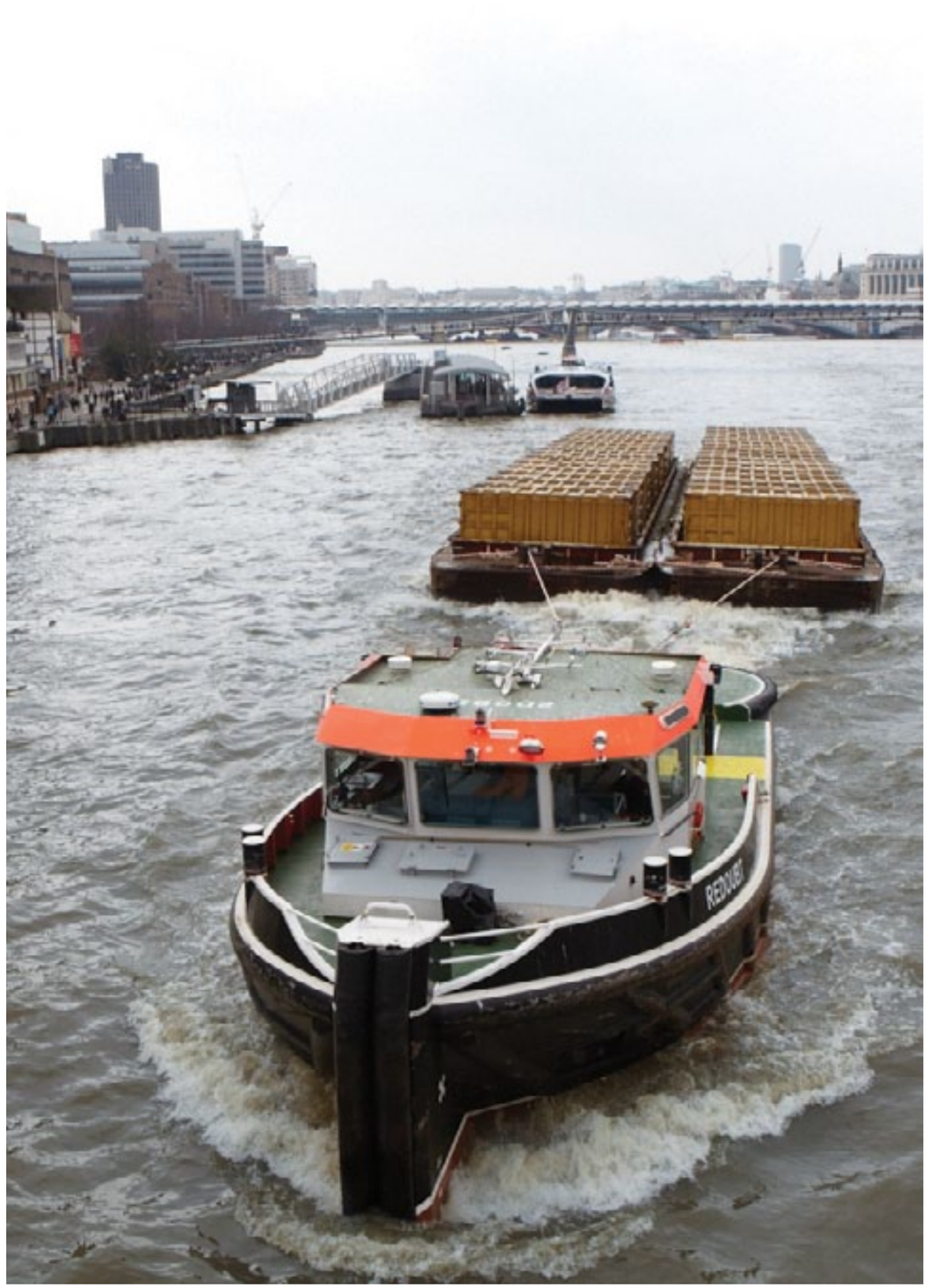
2. Collision reporting

3. CO_2 reporting

4. Financial provision for independent monitoring

ii. Options

1. Proposed mitigation for trip reduction, if the results are not as planned



Windsor House
42–50 Victoria Street
London SW1H 0TL

April 2013

tfl.gov.uk

CC013_005 ConstructionLogisitics_Planners

APPENDIX F

Calculation Reference: AUDIT-219602-151229-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	CI	CITY OF LONDON	1 days
	HG	HARINGEY	1 days
	WH	WANDSWORTH	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:	Gross floor area
Actual Range:	400 to 1000 (units: sqm)
Range Selected by User:	400 to 1000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 02/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town	1

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
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:

A4	4 days

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

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days

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

LIST OF SITES relevant to selection parameters

1	BN-06-C-01	PUB/RESTAURANT		BARNET
	BARNET ROAD			
	BARNET			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		724 sqm	
	Survey date: WEDNESDAY		06/11/13	Survey Type: MANUAL
2	CI-06-C-01	PUB/RESTAURANT		CITY OF LONDON
	CORNHILL			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		700 sqm	
	Survey date: WEDNESDAY		13/11/13	Survey Type: MANUAL
3	HG-06-C-01	WETHERSPOON		HARINGEY
	HIGH ROAD			
	WOOD GREEN			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1000 sqm	
	Survey date: THURSDAY		02/10/14	Survey Type: MANUAL
4	WH-06-C-01	PUB/RESTAURANT		WANDSWORTH
	WANDSWORTH HIGH ST			
	WANDSWORTH			
	Town Centre			
	High Street			
	Total Gross floor area:		400 sqm	
	Survey date: TUESDAY		26/11/13	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.354	4	706	0.212	4	706	0.566
11:00 - 12:00	4	706	0.602	4	706	0.354	4	706	0.956
12:00 - 13:00	4	706	0.354	4	706	0.248	4	706	0.602
13:00 - 14:00	4	706	0.496	4	706	0.425	4	706	0.921
14:00 - 15:00	4	706	0.460	4	706	0.637	4	706	1.097
15:00 - 16:00	4	706	0.319	4	706	0.319	4	706	0.638
16:00 - 17:00	4	706	0.319	4	706	0.212	4	706	0.531
17:00 - 18:00	4	706	0.496	4	706	0.460	4	706	0.956
18:00 - 19:00	4	706	0.602	4	706	0.460	4	706	1.062
19:00 - 20:00	4	706	0.992	4	706	0.354	4	706	1.346
20:00 - 21:00	4	706	0.637	4	706	0.637	4	706	1.274
21:00 - 22:00	4	706	0.425	4	706	1.027	4	706	1.452
22:00 - 23:00	4	706	0.390	4	706	0.956	4	706	1.346
23:00 - 24:00	4	706	0.071	4	706	0.248	4	706	0.319
Total Rates:			6.517			6.549			13.066

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.000	4	706	0.000	4	706	0.000
11:00 - 12:00	4	706	0.000	4	706	0.000	4	706	0.000
12:00 - 13:00	4	706	0.035	4	706	0.035	4	706	0.070
13:00 - 14:00	4	706	0.071	4	706	0.071	4	706	0.142
14:00 - 15:00	4	706	0.106	4	706	0.106	4	706	0.212
15:00 - 16:00	4	706	0.071	4	706	0.071	4	706	0.142
16:00 - 17:00	4	706	0.071	4	706	0.071	4	706	0.142
17:00 - 18:00	4	706	0.177	4	706	0.177	4	706	0.354
18:00 - 19:00	4	706	0.106	4	706	0.106	4	706	0.212
19:00 - 20:00	4	706	0.106	4	706	0.106	4	706	0.212
20:00 - 21:00	4	706	0.142	4	706	0.142	4	706	0.284
21:00 - 22:00	4	706	0.248	4	706	0.248	4	706	0.496
22:00 - 23:00	4	706	0.248	4	706	0.248	4	706	0.496
23:00 - 24:00	4	706	0.071	4	706	0.071	4	706	0.142
Total Rates:			1.452			1.452			2.904

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.000	4	706	0.000	4	706	0.000
11:00 - 12:00	4	706	0.071	4	706	0.071	4	706	0.142
12:00 - 13:00	4	706	0.035	4	706	0.035	4	706	0.070
13:00 - 14:00	4	706	0.035	4	706	0.035	4	706	0.070
14:00 - 15:00	4	706	0.000	4	706	0.000	4	706	0.000
15:00 - 16:00	4	706	0.000	4	706	0.000	4	706	0.000
16:00 - 17:00	4	706	0.000	4	706	0.000	4	706	0.000
17:00 - 18:00	4	706	0.000	4	706	0.000	4	706	0.000
18:00 - 19:00	4	706	0.000	4	706	0.000	4	706	0.000
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.000	4	706	0.000
21:00 - 22:00	4	706	0.000	4	706	0.000	4	706	0.000
22:00 - 23:00	4	706	0.000	4	706	0.000	4	706	0.000
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
Total Rates:			0.141			0.141			0.282

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.000	4	706	0.000	4	706	0.000
11:00 - 12:00	4	706	0.000	4	706	0.000	4	706	0.000
12:00 - 13:00	4	706	0.000	4	706	0.000	4	706	0.000
13:00 - 14:00	4	706	0.000	4	706	0.000	4	706	0.000
14:00 - 15:00	4	706	0.000	4	706	0.000	4	706	0.000
15:00 - 16:00	4	706	0.000	4	706	0.000	4	706	0.000
16:00 - 17:00	4	706	0.000	4	706	0.000	4	706	0.000
17:00 - 18:00	4	706	0.000	4	706	0.000	4	706	0.000
18:00 - 19:00	4	706	0.000	4	706	0.000	4	706	0.000
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.000	4	706	0.000
21:00 - 22:00	4	706	0.000	4	706	0.000	4	706	0.000
22:00 - 23:00	4	706	0.000	4	706	0.000	4	706	0.000
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.035	4	706	0.000	4	706	0.035
11:00 - 12:00	4	706	0.071	4	706	0.035	4	706	0.106
12:00 - 13:00	4	706	0.000	4	706	0.000	4	706	0.000
13:00 - 14:00	4	706	0.000	4	706	0.035	4	706	0.035
14:00 - 15:00	4	706	0.035	4	706	0.000	4	706	0.035
15:00 - 16:00	4	706	0.000	4	706	0.035	4	706	0.035
16:00 - 17:00	4	706	0.035	4	706	0.000	4	706	0.035
17:00 - 18:00	4	706	0.000	4	706	0.000	4	706	0.000
18:00 - 19:00	4	706	0.035	4	706	0.035	4	706	0.070
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.035	4	706	0.035
21:00 - 22:00	4	706	0.000	4	706	0.035	4	706	0.035
22:00 - 23:00	4	706	0.000	4	706	0.000	4	706	0.000
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
Total Rates:			0.211			0.210			0.421

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.496	4	706	0.319	4	706	0.815
11:00 - 12:00	4	706	0.637	4	706	0.390	4	706	1.027
12:00 - 13:00	4	706	0.673	4	706	0.248	4	706	0.921
13:00 - 14:00	4	706	0.956	4	706	0.637	4	706	1.593
14:00 - 15:00	4	706	0.673	4	706	1.169	4	706	1.842
15:00 - 16:00	4	706	0.673	4	706	0.496	4	706	1.169
16:00 - 17:00	4	706	0.496	4	706	0.248	4	706	0.744
17:00 - 18:00	4	706	0.850	4	706	1.027	4	706	1.877
18:00 - 19:00	4	706	0.779	4	706	0.602	4	706	1.381
19:00 - 20:00	4	706	2.266	4	706	0.602	4	706	2.868
20:00 - 21:00	4	706	0.921	4	706	0.921	4	706	1.842
21:00 - 22:00	4	706	0.496	4	706	1.735	4	706	2.231
22:00 - 23:00	4	706	0.460	4	706	1.664	4	706	2.124
23:00 - 24:00	4	706	0.071	4	706	0.425	4	706	0.496
Total Rates:			10.447			10.483			20.930

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

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

Parameter summary

Trip rate parameter range selected:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	2.727	4	706	2.514	4	706	5.241
11:00 - 12:00	4	706	3.364	4	706	1.239	4	706	4.603
12:00 - 13:00	4	706	5.878	4	706	3.045	4	706	8.923
13:00 - 14:00	4	706	5.701	4	706	4.958	4	706	10.659
14:00 - 15:00	4	706	3.612	4	706	3.399	4	706	7.011
15:00 - 16:00	4	706	3.399	4	706	2.797	4	706	6.196
16:00 - 17:00	4	706	4.391	4	706	5.453	4	706	9.844
17:00 - 18:00	4	706	7.720	4	706	8.180	4	706	15.900
18:00 - 19:00	4	706	9.844	4	706	11.473	4	706	21.317
19:00 - 20:00	4	706	7.967	4	706	7.755	4	706	15.722
20:00 - 21:00	4	706	5.737	4	706	7.649	4	706	13.386
21:00 - 22:00	4	706	3.293	4	706	3.789	4	706	7.082
22:00 - 23:00	4	706	3.399	4	706	3.931	4	706	7.330
23:00 - 24:00	4	706	3.010	4	706	4.285	4	706	7.295
Total Rates:			70.042			70.467			140.509

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.283	4	706	0.283	4	706	0.566
11:00 - 12:00	4	706	0.248	4	706	0.319	4	706	0.567
12:00 - 13:00	4	706	0.425	4	706	0.425	4	706	0.850
13:00 - 14:00	4	706	0.531	4	706	0.567	4	706	1.098
14:00 - 15:00	4	706	0.248	4	706	0.212	4	706	0.460
15:00 - 16:00	4	706	0.177	4	706	0.142	4	706	0.319
16:00 - 17:00	4	706	0.567	4	706	0.071	4	706	0.638
17:00 - 18:00	4	706	0.319	4	706	0.283	4	706	0.602
18:00 - 19:00	4	706	0.885	4	706	0.390	4	706	1.275
19:00 - 20:00	4	706	0.567	4	706	0.637	4	706	1.204
20:00 - 21:00	4	706	0.248	4	706	0.850	4	706	1.098
21:00 - 22:00	4	706	0.248	4	706	0.354	4	706	0.602
22:00 - 23:00	4	706	0.531	4	706	0.567	4	706	1.098
23:00 - 24:00	4	706	0.035	4	706	0.744	4	706	0.779
Total Rates:			5.312			5.844			11.156

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

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

Parameter summary

Trip rate parameter range selected:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.567	4	706	0.106	4	706	0.673
11:00 - 12:00	4	706	0.814	4	706	0.354	4	706	1.168
12:00 - 13:00	4	706	2.018	4	706	0.885	4	706	2.903
13:00 - 14:00	4	706	2.620	4	706	1.239	4	706	3.859
14:00 - 15:00	4	706	1.062	4	706	1.416	4	706	2.478
15:00 - 16:00	4	706	0.956	4	706	0.708	4	706	1.664
16:00 - 17:00	4	706	2.302	4	706	1.133	4	706	3.435
17:00 - 18:00	4	706	3.789	4	706	1.841	4	706	5.630
18:00 - 19:00	4	706	4.285	4	706	2.514	4	706	6.799
19:00 - 20:00	4	706	1.771	4	706	2.479	4	706	4.250
20:00 - 21:00	4	706	0.921	4	706	2.939	4	706	3.860
21:00 - 22:00	4	706	0.283	4	706	1.771	4	706	2.054
22:00 - 23:00	4	706	0.390	4	706	2.125	4	706	2.515
23:00 - 24:00	4	706	0.106	4	706	1.806	4	706	1.912
Total Rates:			21.884			21.316			43.200

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.000	4	706	0.000	4	706	0.000
11:00 - 12:00	4	706	0.000	4	706	0.000	4	706	0.000
12:00 - 13:00	4	706	0.000	4	706	0.000	4	706	0.000
13:00 - 14:00	4	706	0.000	4	706	0.000	4	706	0.000
14:00 - 15:00	4	706	0.000	4	706	0.000	4	706	0.000
15:00 - 16:00	4	706	0.000	4	706	0.000	4	706	0.000
16:00 - 17:00	4	706	0.000	4	706	0.000	4	706	0.000
17:00 - 18:00	4	706	0.000	4	706	0.000	4	706	0.000
18:00 - 19:00	4	706	0.000	4	706	0.000	4	706	0.000
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.000	4	706	0.000
21:00 - 22:00	4	706	0.000	4	706	0.000	4	706	0.000
22:00 - 23:00	4	706	0.000	4	706	0.000	4	706	0.000
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.850	4	706	0.390	4	706	1.240
11:00 - 12:00	4	706	1.062	4	706	0.673	4	706	1.735
12:00 - 13:00	4	706	2.443	4	706	1.310	4	706	3.753
13:00 - 14:00	4	706	3.152	4	706	1.806	4	706	4.958
14:00 - 15:00	4	706	1.310	4	706	1.629	4	706	2.939
15:00 - 16:00	4	706	1.133	4	706	0.850	4	706	1.983
16:00 - 17:00	4	706	2.868	4	706	1.204	4	706	4.072
17:00 - 18:00	4	706	4.108	4	706	2.125	4	706	6.233
18:00 - 19:00	4	706	5.170	4	706	2.904	4	706	8.074
19:00 - 20:00	4	706	2.337	4	706	3.116	4	706	5.453
20:00 - 21:00	4	706	1.169	4	706	3.789	4	706	4.958
21:00 - 22:00	4	706	0.531	4	706	2.125	4	706	2.656
22:00 - 23:00	4	706	0.921	4	706	2.691	4	706	3.612
23:00 - 24:00	4	706	0.142	4	706	2.550	4	706	2.692
Total Rates:			27.196			27.162			54.358

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	4.108	4	706	3.222	4	706	7.330
11:00 - 12:00	4	706	5.135	4	706	2.337	4	706	7.472
12:00 - 13:00	4	706	8.994	4	706	4.603	4	706	13.597
13:00 - 14:00	4	706	9.809	4	706	7.436	4	706	17.245
14:00 - 15:00	4	706	5.630	4	706	6.197	4	706	11.827
15:00 - 16:00	4	706	5.205	4	706	4.178	4	706	9.383
16:00 - 17:00	4	706	7.790	4	706	6.905	4	706	14.695
17:00 - 18:00	4	706	12.677	4	706	11.331	4	706	24.008
18:00 - 19:00	4	706	15.829	4	706	15.014	4	706	30.843
19:00 - 20:00	4	706	12.571	4	706	11.473	4	706	24.044
20:00 - 21:00	4	706	7.826	4	706	12.394	4	706	20.220
21:00 - 22:00	4	706	4.320	4	706	7.684	4	706	12.004
22:00 - 23:00	4	706	4.780	4	706	8.286	4	706	13.066
23:00 - 24:00	4	706	3.222	4	706	7.259	4	706	10.481
Total Rates:			107.896			108.319			216.215

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.212	4	706	0.106	4	706	0.318
11:00 - 12:00	4	706	0.071	4	706	0.035	4	706	0.106
12:00 - 13:00	4	706	0.142	4	706	0.035	4	706	0.177
13:00 - 14:00	4	706	0.035	4	706	0.106	4	706	0.141
14:00 - 15:00	4	706	0.142	4	706	0.106	4	706	0.248
15:00 - 16:00	4	706	0.142	4	706	0.071	4	706	0.213
16:00 - 17:00	4	706	0.035	4	706	0.035	4	706	0.070
17:00 - 18:00	4	706	0.071	4	706	0.071	4	706	0.142
18:00 - 19:00	4	706	0.035	4	706	0.142	4	706	0.177
19:00 - 20:00	4	706	0.071	4	706	0.071	4	706	0.142
20:00 - 21:00	4	706	0.035	4	706	0.177	4	706	0.212
21:00 - 22:00	4	706	0.035	4	706	0.035	4	706	0.070
22:00 - 23:00	4	706	0.071	4	706	0.106	4	706	0.177
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
Total Rates:			1.097			1.096			2.193

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	706	0.071	4	706	0.071	4	706	0.142
11:00 - 12:00	4	706	0.283	4	706	0.212	4	706	0.495
12:00 - 13:00	4	706	0.000	4	706	0.071	4	706	0.071
13:00 - 14:00	4	706	0.071	4	706	0.035	4	706	0.106
14:00 - 15:00	4	706	0.035	4	706	0.035	4	706	0.070
15:00 - 16:00	4	706	0.000	4	706	0.035	4	706	0.035
16:00 - 17:00	4	706	0.000	4	706	0.000	4	706	0.000
17:00 - 18:00	4	706	0.000	4	706	0.000	4	706	0.000
18:00 - 19:00	4	706	0.000	4	706	0.000	4	706	0.000
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.000	4	706	0.000
21:00 - 22:00	4	706	0.000	4	706	0.000	4	706	0.000
22:00 - 23:00	4	706	0.000	4	706	0.000	4	706	0.000
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
Total Rates:			0.460			0.459			0.919

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	724	0.000	1	724	0.000	1	724	0.000
08:00 - 09:00	1	724	0.000	1	724	0.000	1	724	0.000
09:00 - 10:00	1	724	0.000	1	724	0.000	1	724	0.000
10:00 - 11:00	4	706	0.000	4	706	0.000	4	706	0.000
11:00 - 12:00	4	706	0.000	4	706	0.000	4	706	0.000
12:00 - 13:00	4	706	0.000	4	706	0.035	4	706	0.035
13:00 - 14:00	4	706	0.071	4	706	0.000	4	706	0.071
14:00 - 15:00	4	706	0.000	4	706	0.035	4	706	0.035
15:00 - 16:00	4	706	0.000	4	706	0.000	4	706	0.000
16:00 - 17:00	4	706	0.071	4	706	0.106	4	706	0.177
17:00 - 18:00	4	706	0.035	4	706	0.035	4	706	0.070
18:00 - 19:00	4	706	0.000	4	706	0.035	4	706	0.035
19:00 - 20:00	4	706	0.000	4	706	0.000	4	706	0.000
20:00 - 21:00	4	706	0.000	4	706	0.000	4	706	0.000
21:00 - 22:00	4	706	0.035	4	706	0.000	4	706	0.035
22:00 - 23:00	4	706	0.000	4	706	0.035	4	706	0.035
23:00 - 24:00	4	706	0.000	4	706	0.000	4	706	0.000
Total Rates:			0.212			0.281			0.493

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:	400 - 1000 (units: sqm)
Survey date date range:	01/01/07 - 02/10/14
Number of weekdays (Monday-Friday):	4
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.

APPENDIX G

Calculation Reference: AUDIT-219602-151229-1204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	2 days
	SK	SOUTHWARK	2 days
	WH	WANDSWORTH	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: Number of dwellings
Actual Range: 9 to 72 (units:)
Range Selected by User: 9 to 75 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 23/04/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	5

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	3
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:

C1	1 days
C3	6 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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
50,001 to 100,000	2 days
101,000 or More	3 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
500,001 or More	5 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days

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

Travel Plan:

Yes	1 days
No	6 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	HK-03-C-02	BLOCK OF FLATS		HACKNEY
	HOXTON			
	SHOREDITCH			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:		9	
	Survey date: TUESDAY		11/11/08	Survey Type: MANUAL
2	HM-03-C-01	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	VANSTON PLACE			
	FULHAM			
	Town Centre			
	High Street			
	Total Number of dwellings:		42	
	Survey date: WEDNESDAY		16/07/14	Survey Type: MANUAL
3	KN-03-C-01	BLOCKS OF FLATS		KENSINGTON AND CHELSEA
	UXBRIDGE STREET			
	NOTTING HILL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: THURSDAY		15/10/09	Survey Type: MANUAL
4	KN-03-C-03	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	ALLEN STREET			
	KENSINGTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		72	
	Survey date: FRIDAY		11/05/12	Survey Type: MANUAL
5	SK-03-C-01	BLOCK OF FLATS		SOUTHWARK
	PARK STREET			
	SOUTHWARK			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:		53	
	Survey date: FRIDAY		19/09/14	Survey Type: MANUAL
6	SK-03-C-02	BLOCK OF FLATS		SOUTHWARK
	LAMB WALK			
	BERMONDSEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:		29	
	Survey date: THURSDAY		23/04/15	Survey Type: MANUAL
7	WH-03-C-01	BLOCKS OF FLATS		WANDSWORTH
	AMIES STREET			
	CLAPHAM JUNCTION			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		30	
	Survey date: WEDNESDAY		09/05/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.080	7	36	0.080
08:00 - 09:00	7	36	0.036	7	36	0.139	7	36	0.175
09:00 - 10:00	7	36	0.056	7	36	0.048	7	36	0.104
10:00 - 11:00	7	36	0.032	7	36	0.044	7	36	0.076
11:00 - 12:00	7	36	0.016	7	36	0.020	7	36	0.036
12:00 - 13:00	7	36	0.056	7	36	0.040	7	36	0.096
13:00 - 14:00	7	36	0.032	7	36	0.020	7	36	0.052
14:00 - 15:00	7	36	0.028	7	36	0.044	7	36	0.072
15:00 - 16:00	7	36	0.084	7	36	0.028	7	36	0.112
16:00 - 17:00	7	36	0.036	7	36	0.028	7	36	0.064
17:00 - 18:00	7	36	0.076	7	36	0.024	7	36	0.100
18:00 - 19:00	7	36	0.044	7	36	0.028	7	36	0.072
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.496			0.543			1.039

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.000	7	36	0.000
08:00 - 09:00	7	36	0.000	7	36	0.000	7	36	0.000
09:00 - 10:00	7	36	0.004	7	36	0.004	7	36	0.008
10:00 - 11:00	7	36	0.000	7	36	0.000	7	36	0.000
11:00 - 12:00	7	36	0.000	7	36	0.000	7	36	0.000
12:00 - 13:00	7	36	0.000	7	36	0.000	7	36	0.000
13:00 - 14:00	7	36	0.000	7	36	0.000	7	36	0.000
14:00 - 15:00	7	36	0.004	7	36	0.004	7	36	0.008
15:00 - 16:00	7	36	0.000	7	36	0.000	7	36	0.000
16:00 - 17:00	7	36	0.000	7	36	0.000	7	36	0.000
17:00 - 18:00	7	36	0.008	7	36	0.008	7	36	0.016
18:00 - 19:00	7	36	0.004	7	36	0.004	7	36	0.008
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.000	7	36	0.000
08:00 - 09:00	7	36	0.000	7	36	0.000	7	36	0.000
09:00 - 10:00	7	36	0.000	7	36	0.000	7	36	0.000
10:00 - 11:00	7	36	0.008	7	36	0.008	7	36	0.016
11:00 - 12:00	7	36	0.000	7	36	0.000	7	36	0.000
12:00 - 13:00	7	36	0.004	7	36	0.004	7	36	0.008
13:00 - 14:00	7	36	0.000	7	36	0.000	7	36	0.000
14:00 - 15:00	7	36	0.000	7	36	0.000	7	36	0.000
15:00 - 16:00	7	36	0.000	7	36	0.000	7	36	0.000
16:00 - 17:00	7	36	0.000	7	36	0.000	7	36	0.000
17:00 - 18:00	7	36	0.000	7	36	0.000	7	36	0.000
18:00 - 19:00	7	36	0.000	7	36	0.000	7	36	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

Parameter summary

Trip rate parameter range selected:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.000	7	36	0.000
08:00 - 09:00	7	36	0.000	7	36	0.000	7	36	0.000
09:00 - 10:00	7	36	0.000	7	36	0.000	7	36	0.000
10:00 - 11:00	7	36	0.000	7	36	0.000	7	36	0.000
11:00 - 12:00	7	36	0.000	7	36	0.000	7	36	0.000
12:00 - 13:00	7	36	0.000	7	36	0.000	7	36	0.000
13:00 - 14:00	7	36	0.000	7	36	0.000	7	36	0.000
14:00 - 15:00	7	36	0.000	7	36	0.000	7	36	0.000
15:00 - 16:00	7	36	0.000	7	36	0.000	7	36	0.000
16:00 - 17:00	7	36	0.000	7	36	0.000	7	36	0.000
17:00 - 18:00	7	36	0.000	7	36	0.000	7	36	0.000
18:00 - 19:00	7	36	0.000	7	36	0.000	7	36	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.008	7	36	0.008
08:00 - 09:00	7	36	0.000	7	36	0.020	7	36	0.020
09:00 - 10:00	7	36	0.008	7	36	0.012	7	36	0.020
10:00 - 11:00	7	36	0.016	7	36	0.008	7	36	0.024
11:00 - 12:00	7	36	0.004	7	36	0.000	7	36	0.004
12:00 - 13:00	7	36	0.000	7	36	0.000	7	36	0.000
13:00 - 14:00	7	36	0.012	7	36	0.004	7	36	0.016
14:00 - 15:00	7	36	0.008	7	36	0.000	7	36	0.008
15:00 - 16:00	7	36	0.000	7	36	0.000	7	36	0.000
16:00 - 17:00	7	36	0.000	7	36	0.000	7	36	0.000
17:00 - 18:00	7	36	0.004	7	36	0.000	7	36	0.004
18:00 - 19:00	7	36	0.004	7	36	0.000	7	36	0.004
19:00 - 20:00	1	29	0.034	1	29	0.000	1	29	0.034
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.052			0.142

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.108	7	36	0.108
08:00 - 09:00	7	36	0.044	7	36	0.263	7	36	0.307
09:00 - 10:00	7	36	0.076	7	36	0.064	7	36	0.140
10:00 - 11:00	7	36	0.040	7	36	0.064	7	36	0.104
11:00 - 12:00	7	36	0.012	7	36	0.024	7	36	0.036
12:00 - 13:00	7	36	0.080	7	36	0.064	7	36	0.144
13:00 - 14:00	7	36	0.032	7	36	0.020	7	36	0.052
14:00 - 15:00	7	36	0.048	7	36	0.052	7	36	0.100
15:00 - 16:00	7	36	0.191	7	36	0.036	7	36	0.227
16:00 - 17:00	7	36	0.056	7	36	0.028	7	36	0.084
17:00 - 18:00	7	36	0.092	7	36	0.028	7	36	0.120
18:00 - 19:00	7	36	0.028	7	36	0.028	7	36	0.056
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.699			0.779			1.478

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.040	7	36	0.072	7	36	0.112
08:00 - 09:00	7	36	0.048	7	36	0.135	7	36	0.183
09:00 - 10:00	7	36	0.028	7	36	0.088	7	36	0.116
10:00 - 11:00	7	36	0.028	7	36	0.048	7	36	0.076
11:00 - 12:00	7	36	0.052	7	36	0.032	7	36	0.084
12:00 - 13:00	7	36	0.068	7	36	0.020	7	36	0.088
13:00 - 14:00	7	36	0.036	7	36	0.072	7	36	0.108
14:00 - 15:00	7	36	0.012	7	36	0.040	7	36	0.052
15:00 - 16:00	7	36	0.092	7	36	0.048	7	36	0.140
16:00 - 17:00	7	36	0.064	7	36	0.040	7	36	0.104
17:00 - 18:00	7	36	0.080	7	36	0.096	7	36	0.176
18:00 - 19:00	7	36	0.088	7	36	0.036	7	36	0.124
19:00 - 20:00	1	29	0.103	1	29	0.000	1	29	0.103
20:00 - 21:00	1	29	0.069	1	29	0.103	1	29	0.172
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.808			0.830			1.638

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.004	7	36	0.056	7	36	0.060
08:00 - 09:00	7	36	0.004	7	36	0.120	7	36	0.124
09:00 - 10:00	7	36	0.004	7	36	0.044	7	36	0.048
10:00 - 11:00	7	36	0.000	7	36	0.020	7	36	0.020
11:00 - 12:00	7	36	0.008	7	36	0.008	7	36	0.016
12:00 - 13:00	7	36	0.036	7	36	0.008	7	36	0.044
13:00 - 14:00	7	36	0.036	7	36	0.000	7	36	0.036
14:00 - 15:00	7	36	0.020	7	36	0.020	7	36	0.040
15:00 - 16:00	7	36	0.028	7	36	0.008	7	36	0.036
16:00 - 17:00	7	36	0.004	7	36	0.000	7	36	0.004
17:00 - 18:00	7	36	0.044	7	36	0.000	7	36	0.044
18:00 - 19:00	7	36	0.040	7	36	0.000	7	36	0.040
19:00 - 20:00	1	29	0.103	1	29	0.069	1	29	0.172
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.331			0.353			0.684

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.008	7	36	0.064	7	36	0.072
08:00 - 09:00	7	36	0.012	7	36	0.084	7	36	0.096
09:00 - 10:00	7	36	0.004	7	36	0.068	7	36	0.072
10:00 - 11:00	7	36	0.004	7	36	0.016	7	36	0.020
11:00 - 12:00	7	36	0.020	7	36	0.012	7	36	0.032
12:00 - 13:00	7	36	0.020	7	36	0.028	7	36	0.048
13:00 - 14:00	7	36	0.052	7	36	0.020	7	36	0.072
14:00 - 15:00	7	36	0.028	7	36	0.008	7	36	0.036
15:00 - 16:00	7	36	0.000	7	36	0.004	7	36	0.004
16:00 - 17:00	7	36	0.024	7	36	0.012	7	36	0.036
17:00 - 18:00	7	36	0.040	7	36	0.004	7	36	0.044
18:00 - 19:00	7	36	0.044	7	36	0.008	7	36	0.052
19:00 - 20:00	1	29	0.138	1	29	0.000	1	29	0.138
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.428			0.362			0.790

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.000	7	36	0.000	7	36	0.000
08:00 - 09:00	7	36	0.000	7	36	0.000	7	36	0.000
09:00 - 10:00	7	36	0.000	7	36	0.000	7	36	0.000
10:00 - 11:00	7	36	0.000	7	36	0.000	7	36	0.000
11:00 - 12:00	7	36	0.000	7	36	0.000	7	36	0.000
12:00 - 13:00	7	36	0.000	7	36	0.000	7	36	0.000
13:00 - 14:00	7	36	0.000	7	36	0.000	7	36	0.000
14:00 - 15:00	7	36	0.000	7	36	0.000	7	36	0.000
15:00 - 16:00	7	36	0.000	7	36	0.000	7	36	0.000
16:00 - 17:00	7	36	0.000	7	36	0.000	7	36	0.000
17:00 - 18:00	7	36	0.000	7	36	0.000	7	36	0.000
18:00 - 19:00	7	36	0.000	7	36	0.000	7	36	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.012	7	36	0.120	7	36	0.132
08:00 - 09:00	7	36	0.016	7	36	0.203	7	36	0.219
09:00 - 10:00	7	36	0.008	7	36	0.112	7	36	0.120
10:00 - 11:00	7	36	0.004	7	36	0.036	7	36	0.040
11:00 - 12:00	7	36	0.028	7	36	0.020	7	36	0.048
12:00 - 13:00	7	36	0.056	7	36	0.036	7	36	0.092
13:00 - 14:00	7	36	0.088	7	36	0.020	7	36	0.108
14:00 - 15:00	7	36	0.048	7	36	0.028	7	36	0.076
15:00 - 16:00	7	36	0.028	7	36	0.012	7	36	0.040
16:00 - 17:00	7	36	0.028	7	36	0.012	7	36	0.040
17:00 - 18:00	7	36	0.084	7	36	0.004	7	36	0.088
18:00 - 19:00	7	36	0.084	7	36	0.008	7	36	0.092
19:00 - 20:00	1	29	0.241	1	29	0.069	1	29	0.310
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.714			1.473

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	36	0.052	7	36	0.307	7	36	0.359
08:00 - 09:00	7	36	0.108	7	36	0.622	7	36	0.730
09:00 - 10:00	7	36	0.120	7	36	0.275	7	36	0.395
10:00 - 11:00	7	36	0.088	7	36	0.155	7	36	0.243
11:00 - 12:00	7	36	0.096	7	36	0.076	7	36	0.172
12:00 - 13:00	7	36	0.203	7	36	0.120	7	36	0.323
13:00 - 14:00	7	36	0.167	7	36	0.116	7	36	0.283
14:00 - 15:00	7	36	0.116	7	36	0.120	7	36	0.236
15:00 - 16:00	7	36	0.311	7	36	0.096	7	36	0.407
16:00 - 17:00	7	36	0.147	7	36	0.080	7	36	0.227
17:00 - 18:00	7	36	0.259	7	36	0.127	7	36	0.386
18:00 - 19:00	7	36	0.203	7	36	0.072	7	36	0.275
19:00 - 20:00	1	29	0.379	1	29	0.069	1	29	0.448
20:00 - 21:00	1	29	0.103	1	29	0.138	1	29	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.352			2.373			4.725

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:	9 - 72 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	7
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.

Calculation Reference: AUDIT-219602-160428-0450

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HK	HACKNEY	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	WE	WESTMINSTER	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: Retail floor area
Actual Range: 90 to 360 (units: sqm)
Range Selected by User: 90 to 360 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 23/06/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Built-Up Zone	3
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:

A1	4 days

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

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days
101,000 or More	1 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	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	2 days
No	2 days

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

LIST OF SITES relevant to selection parameters

1	CN-01-O-01	SAINSBURY'S LOCAL		CAMDEN
	CHALK FARM ROAD			
	CHALK FARM			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:		105 sqm	
	Survey date: TUESDAY		11/12/12	Survey Type: MANUAL
2	HK-01-O-01	SAINSBURY'S LOCAL		HACKNEY
	MARE STREET			
	SOUTH HACKNEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:		90 sqm	
	Survey date: TUESDAY		11/12/12	Survey Type: MANUAL
3	KN-01-O-01	SAINSBURY'S LOCAL		KENSINGTON AND CHELSEA
	QUEENSWAY			
	BAYSWATER			
	Town Centre			
	Built-Up Zone			
	Total Retail floor area:		200 sqm	
	Survey date: MONDAY		22/06/15	Survey Type: MANUAL
4	WE-01-O-01	SAINSBURY'S LOCAL		WESTMINSTER
	MORTIMER STREET			
	FITZROVIA			
	Town Centre			
	Built-Up Zone			
	Total Retail floor area:		360 sqm	
	Survey date: TUESDAY		23/06/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	1.987	4	189	1.060	4	189	3.047
08:00 - 09:00	4	189	3.046	4	189	2.781	4	189	5.827
09:00 - 10:00	4	189	3.311	4	189	3.576	4	189	6.887
10:00 - 11:00	4	189	3.576	4	189	2.781	4	189	6.357
11:00 - 12:00	4	189	2.781	4	189	2.252	4	189	5.033
12:00 - 13:00	4	189	4.106	4	189	4.503	4	189	8.609
13:00 - 14:00	4	189	4.106	4	189	4.371	4	189	8.477
14:00 - 15:00	4	189	2.649	4	189	3.046	4	189	5.695
15:00 - 16:00	4	189	2.384	4	189	2.384	4	189	4.768
16:00 - 17:00	4	189	3.974	4	189	2.781	4	189	6.755
17:00 - 18:00	4	189	3.179	4	189	3.974	4	189	7.153
18:00 - 19:00	4	189	5.033	4	189	5.166	4	189	10.199
19:00 - 20:00	4	189	2.914	4	189	3.046	4	189	5.960
20:00 - 21:00	4	189	3.974	4	189	4.768	4	189	8.742
21:00 - 22:00	4	189	1.325	4	189	1.457	4	189	2.782
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.345			47.946			96.291

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	0.000	4	189	0.000	4	189	0.000
08:00 - 09:00	4	189	0.000	4	189	0.000	4	189	0.000
09:00 - 10:00	4	189	0.132	4	189	0.132	4	189	0.264
10:00 - 11:00	4	189	0.000	4	189	0.000	4	189	0.000
11:00 - 12:00	4	189	0.000	4	189	0.000	4	189	0.000
12:00 - 13:00	4	189	0.000	4	189	0.000	4	189	0.000
13:00 - 14:00	4	189	0.000	4	189	0.000	4	189	0.000
14:00 - 15:00	4	189	0.132	4	189	0.132	4	189	0.264
15:00 - 16:00	4	189	0.000	4	189	0.000	4	189	0.000
16:00 - 17:00	4	189	0.132	4	189	0.132	4	189	0.264
17:00 - 18:00	4	189	0.000	4	189	0.000	4	189	0.000
18:00 - 19:00	4	189	0.132	4	189	0.132	4	189	0.264
19:00 - 20:00	4	189	0.397	4	189	0.397	4	189	0.794
20:00 - 21:00	4	189	0.530	4	189	0.530	4	189	1.060
21:00 - 22:00	4	189	0.265	4	189	0.265	4	189	0.530
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.720			1.720			3.440

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

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

Parameter summary

Trip rate parameter range selected:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	0.132	4	189	0.132	4	189	0.264
08:00 - 09:00	4	189	0.000	4	189	0.000	4	189	0.000
09:00 - 10:00	4	189	0.132	4	189	0.132	4	189	0.264
10:00 - 11:00	4	189	0.265	4	189	0.265	4	189	0.530
11:00 - 12:00	4	189	0.000	4	189	0.000	4	189	0.000
12:00 - 13:00	4	189	0.000	4	189	0.000	4	189	0.000
13:00 - 14:00	4	189	0.132	4	189	0.000	4	189	0.132
14:00 - 15:00	4	189	0.000	4	189	0.132	4	189	0.132
15:00 - 16:00	4	189	0.000	4	189	0.000	4	189	0.000
16:00 - 17:00	4	189	0.132	4	189	0.132	4	189	0.264
17:00 - 18:00	4	189	0.132	4	189	0.132	4	189	0.264
18:00 - 19:00	4	189	0.132	4	189	0.132	4	189	0.264
19:00 - 20:00	4	189	0.000	4	189	0.000	4	189	0.000
20:00 - 21:00	4	189	0.000	4	189	0.000	4	189	0.000
21:00 - 22:00	4	189	0.000	4	189	0.000	4	189	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.057			1.057			2.114

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	0.000	4	189	0.000	4	189	0.000
08:00 - 09:00	4	189	0.000	4	189	0.000	4	189	0.000
09:00 - 10:00	4	189	0.000	4	189	0.000	4	189	0.000
10:00 - 11:00	4	189	0.000	4	189	0.000	4	189	0.000
11:00 - 12:00	4	189	0.000	4	189	0.000	4	189	0.000
12:00 - 13:00	4	189	0.000	4	189	0.000	4	189	0.000
13:00 - 14:00	4	189	0.000	4	189	0.000	4	189	0.000
14:00 - 15:00	4	189	0.000	4	189	0.000	4	189	0.000
15:00 - 16:00	4	189	0.000	4	189	0.000	4	189	0.000
16:00 - 17:00	4	189	0.000	4	189	0.000	4	189	0.000
17:00 - 18:00	4	189	0.000	4	189	0.000	4	189	0.000
18:00 - 19:00	4	189	0.000	4	189	0.000	4	189	0.000
19:00 - 20:00	4	189	0.000	4	189	0.000	4	189	0.000
20:00 - 21:00	4	189	0.000	4	189	0.000	4	189	0.000
21:00 - 22:00	4	189	0.000	4	189	0.000	4	189	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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	0.265	4	189	0.265	4	189	0.530
08:00 - 09:00	4	189	1.854	4	189	1.854	4	189	3.708
09:00 - 10:00	4	189	1.987	4	189	1.854	4	189	3.841
10:00 - 11:00	4	189	0.795	4	189	0.530	4	189	1.325
11:00 - 12:00	4	189	1.192	4	189	1.060	4	189	2.252
12:00 - 13:00	4	189	1.457	4	189	1.457	4	189	2.914
13:00 - 14:00	4	189	2.252	4	189	2.252	4	189	4.504
14:00 - 15:00	4	189	1.325	4	189	1.325	4	189	2.650
15:00 - 16:00	4	189	1.325	4	189	1.060	4	189	2.385
16:00 - 17:00	4	189	0.927	4	189	0.927	4	189	1.854
17:00 - 18:00	4	189	1.854	4	189	1.854	4	189	3.708
18:00 - 19:00	4	189	2.384	4	189	3.179	4	189	5.563
19:00 - 20:00	4	189	2.384	4	189	1.722	4	189	4.106
20:00 - 21:00	4	189	1.722	4	189	1.854	4	189	3.576
21:00 - 22:00	4	189	0.397	4	189	0.530	4	189	0.927
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.120			21.723			43.843

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	1.987	4	189	0.795	4	189	2.782
08:00 - 09:00	4	189	3.179	4	189	3.046	4	189	6.225
09:00 - 10:00	4	189	3.576	4	189	3.576	4	189	7.152
10:00 - 11:00	4	189	3.709	4	189	2.649	4	189	6.358
11:00 - 12:00	4	189	2.914	4	189	2.384	4	189	5.298
12:00 - 13:00	4	189	4.503	4	189	4.503	4	189	9.006
13:00 - 14:00	4	189	4.503	4	189	4.768	4	189	9.271
14:00 - 15:00	4	189	3.046	4	189	3.046	4	189	6.092
15:00 - 16:00	4	189	2.384	4	189	2.781	4	189	5.165
16:00 - 17:00	4	189	3.709	4	189	2.649	4	189	6.358
17:00 - 18:00	4	189	3.709	4	189	4.503	4	189	8.212
18:00 - 19:00	4	189	5.298	4	189	5.828	4	189	11.126
19:00 - 20:00	4	189	2.781	4	189	2.914	4	189	5.695
20:00 - 21:00	4	189	4.371	4	189	5.298	4	189	9.669
21:00 - 22:00	4	189	1.060	4	189	1.589	4	189	2.649
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			50.729			50.329			101.058

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	19.073	4	189	32.053	4	189	51.126
08:00 - 09:00	4	189	32.715	4	189	52.980	4	189	85.695
09:00 - 10:00	4	189	43.179	4	189	60.265	4	189	103.444
10:00 - 11:00	4	189	47.815	4	189	51.523	4	189	99.338
11:00 - 12:00	4	189	48.344	4	189	52.715	4	189	101.059
12:00 - 13:00	4	189	111.126	4	189	108.874	4	189	220.000
13:00 - 14:00	4	189	139.735	4	189	138.675	4	189	278.410
14:00 - 15:00	4	189	80.662	4	189	80.927	4	189	161.589
15:00 - 16:00	4	189	64.106	4	189	65.828	4	189	129.934
16:00 - 17:00	4	189	56.026	4	189	53.245	4	189	109.271
17:00 - 18:00	4	189	63.311	4	189	62.119	4	189	125.430
18:00 - 19:00	4	189	76.291	4	189	70.464	4	189	146.755
19:00 - 20:00	4	189	58.411	4	189	54.437	4	189	112.848
20:00 - 21:00	4	189	40.530	4	189	44.901	4	189	85.431
21:00 - 22:00	4	189	34.834	4	189	36.291	4	189	71.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			916.158			965.297			1881.455

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	9.139	4	189	3.709	4	189	12.848
08:00 - 09:00	4	189	11.523	4	189	5.298	4	189	16.821
09:00 - 10:00	4	189	8.609	4	189	5.960	4	189	14.569
10:00 - 11:00	4	189	6.623	4	189	5.828	4	189	12.451
11:00 - 12:00	4	189	6.755	4	189	5.828	4	189	12.583
12:00 - 13:00	4	189	9.536	4	189	8.344	4	189	17.880
13:00 - 14:00	4	189	12.848	4	189	11.921	4	189	24.769
14:00 - 15:00	4	189	6.887	4	189	7.285	4	189	14.172
15:00 - 16:00	4	189	9.934	4	189	11.258	4	189	21.192
16:00 - 17:00	4	189	9.272	4	189	13.113	4	189	22.385
17:00 - 18:00	4	189	11.258	4	189	9.934	4	189	21.192
18:00 - 19:00	4	189	19.338	4	189	13.642	4	189	32.980
19:00 - 20:00	4	189	11.788	4	189	11.523	4	189	23.311
20:00 - 21:00	4	189	8.609	4	189	9.007	4	189	17.616
21:00 - 22:00	4	189	4.901	4	189	4.503	4	189	9.404
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			147.020			127.153			274.173

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	15.364	4	189	2.914	4	189	18.278
08:00 - 09:00	4	189	20.927	4	189	4.238	4	189	25.165
09:00 - 10:00	4	189	14.172	4	189	3.576	4	189	17.748
10:00 - 11:00	4	189	6.887	4	189	3.709	4	189	10.596
11:00 - 12:00	4	189	5.828	4	189	2.914	4	189	8.742
12:00 - 13:00	4	189	3.841	4	189	4.503	4	189	8.344
13:00 - 14:00	4	189	5.695	4	189	5.563	4	189	11.258
14:00 - 15:00	4	189	3.311	4	189	3.046	4	189	6.357
15:00 - 16:00	4	189	5.033	4	189	5.298	4	189	10.331
16:00 - 17:00	4	189	4.503	4	189	6.490	4	189	10.993
17:00 - 18:00	4	189	8.874	4	189	10.993	4	189	19.867
18:00 - 19:00	4	189	9.007	4	189	17.086	4	189	26.093
19:00 - 20:00	4	189	9.007	4	189	12.450	4	189	21.457
20:00 - 21:00	4	189	6.225	4	189	5.430	4	189	11.655
21:00 - 22:00	4	189	2.914	4	189	2.649	4	189	5.563
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			121.588			90.859			212.447

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	0.000	4	189	0.000	4	189	0.000
08:00 - 09:00	4	189	0.000	4	189	0.000	4	189	0.000
09:00 - 10:00	4	189	0.000	4	189	0.000	4	189	0.000
10:00 - 11:00	4	189	0.000	4	189	0.000	4	189	0.000
11:00 - 12:00	4	189	0.000	4	189	0.000	4	189	0.000
12:00 - 13:00	4	189	0.000	4	189	0.000	4	189	0.000
13:00 - 14:00	4	189	0.000	4	189	0.000	4	189	0.000
14:00 - 15:00	4	189	0.000	4	189	0.000	4	189	0.000
15:00 - 16:00	4	189	0.000	4	189	0.000	4	189	0.000
16:00 - 17:00	4	189	0.000	4	189	0.000	4	189	0.000
17:00 - 18:00	4	189	0.000	4	189	0.000	4	189	0.000
18:00 - 19:00	4	189	0.000	4	189	0.000	4	189	0.000
19:00 - 20:00	4	189	0.000	4	189	0.000	4	189	0.000
20:00 - 21:00	4	189	0.000	4	189	0.000	4	189	0.000
21:00 - 22:00	4	189	0.000	4	189	0.000	4	189	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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	24.503	4	189	6.623	4	189	31.126
08:00 - 09:00	4	189	32.450	4	189	9.536	4	189	41.986
09:00 - 10:00	4	189	22.781	4	189	9.536	4	189	32.317
10:00 - 11:00	4	189	13.510	4	189	9.536	4	189	23.046
11:00 - 12:00	4	189	12.583	4	189	8.742	4	189	21.325
12:00 - 13:00	4	189	13.377	4	189	12.848	4	189	26.225
13:00 - 14:00	4	189	18.543	4	189	17.483	4	189	36.026
14:00 - 15:00	4	189	10.199	4	189	10.331	4	189	20.530
15:00 - 16:00	4	189	14.967	4	189	16.556	4	189	31.523
16:00 - 17:00	4	189	13.775	4	189	19.603	4	189	33.378
17:00 - 18:00	4	189	20.132	4	189	20.927	4	189	41.059
18:00 - 19:00	4	189	28.344	4	189	30.728	4	189	59.072
19:00 - 20:00	4	189	20.795	4	189	23.974	4	189	44.769
20:00 - 21:00	4	189	14.834	4	189	14.437	4	189	29.271
21:00 - 22:00	4	189	7.815	4	189	7.152	4	189	14.967
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			268.608			218.012			486.620

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	189	45.828	4	189	39.735	4	189	85.563
08:00 - 09:00	4	189	70.199	4	189	67.417	4	189	137.616
09:00 - 10:00	4	189	71.523	4	189	75.232	4	189	146.755
10:00 - 11:00	4	189	65.828	4	189	64.238	4	189	130.066
11:00 - 12:00	4	189	65.033	4	189	64.901	4	189	129.934
12:00 - 13:00	4	189	130.464	4	189	127.682	4	189	258.146
13:00 - 14:00	4	189	165.033	4	189	163.179	4	189	328.212
14:00 - 15:00	4	189	95.232	4	189	95.629	4	189	190.861
15:00 - 16:00	4	189	82.781	4	189	86.225	4	189	169.006
16:00 - 17:00	4	189	74.437	4	189	76.424	4	189	150.861
17:00 - 18:00	4	189	89.007	4	189	89.404	4	189	178.411
18:00 - 19:00	4	189	112.318	4	189	110.199	4	189	222.517
19:00 - 20:00	4	189	84.371	4	189	83.046	4	189	167.417
20:00 - 21:00	4	189	61.457	4	189	66.490	4	189	127.947
21:00 - 22:00	4	189	44.106	4	189	45.563	4	189	89.669
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1257.617			1255.364			2512.981

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:	90 - 360 (units: sqm)
Survey date date range:	01/01/08 - 23/06/15
Number of weekdays (Monday-Friday):	4
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.