Appendix D

Workplace Travel Plan

3 - 6 Spring Place

Spring Place Ltd

Workplace Travel Plan

Transport Planning Practice Ltd

September 2016

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Contents

1 Introduction 1

2 Existing situation 4

3 Travel Plan Aims and Objectives 11

4 Travel Plan Management 12

5 Travel Plan Measures For occupants 14

6 Travel Plan measures for visitors 18

7 Travel Surveys 19

8 Targets and Monitoring 20

9 Action Plan 22

Figures

1 Site location plan

2 Local highway network

3 Local cycle network

4 Local bus network

5 Local car club bays

Annexes

A ATTrBuTE test output

B PTAL assessment

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) has been appointed by Spring Place Limited provide a draft Workplace Travel Plan for the proposed offices at 3-6 Spring Place within the London Borough of Camden (LBC).

1.1.2 The site is located along the western side of Spring Place, to the south of the Kentish Town Industrial Estate and to the north of the Inkerman Conservation area (which is predominantly residential in its character). It site has an area of 0.222 hectares. The site currently has a Class B2 use as a vehicle garage and maintenance depot. It is currently occupied by Addison Lee, taxi cab company. The majority of the space is used for vehicle maintenance with ancillary office space.

1.1.3 The site has very good public transport accessibility being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, Kentish Town Station provide Thameslink mainline rail services. The pedestrian and cycling environment along the surrounding roads is of good quality. The site location plan is shown in Figure 1.

1.1.4 The purpose of this draft Travel Plan is to set out a strategy for minimising office occupiers' and visitors' dependence on travel by private car and for maximising the use of public transport, walking and cycling. Its objective is to promote sustainable modes of travel, which reflects current Government policy objectives in respect of transport.

1.1.5 The author's contact details are:

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1.1.6 The ATTrBuTE output for the Travel Plan is included in Annex A.

1.2 Proposed Development

1.2.1 The development proposals comprises the demolition of existing buildings and structures and erection of a new (up to) six storey building (plus basement) to provide flexible office floorspace (Use Class B1) with ground floor flexible café, restaurant (Use Class A1 / A3) and event space (Sui Generis) and other associated works. The proposals will also provide cycle storage, staff showers

and lockers. The development will be car-free and cycle parking will be provided in excess of the London Plan and LBC standards.

1.2.2 The proposals have a total GEA of 4,996m^2 which includes circa 4,368m^2 GEA of B1 office use, circa 171m^2 GEA of Café/restaurant space and circa 457m^2 GEA allocated as flexible event space.

1.2.3 Pedestrian access will be provided on Spring Place and Grafton Road via dedicated entrances to the building. Cyclists will access the site via the rear courtyard from Grafton Road. To improve pedestrian access to the development from Spring Place, it is proposed that the footway be widened and the existing crossovers removed.

1.2.4 The development will be car-free and cycle parking for staff and visitors will be provided in excess of the London Plan requirements. Servicing and refuse collection for the proposed offices will be carried out as per the existing building from Spring Place and Grafton Road.

1.2.5 Following a site-specific assessment, this draft Workplace Travel Plan has been prepared to further encourage travel by sustainable modes for all building users. The remainder of this document is set out as follows:

- **Section 2: Site assessment** – describes the accessibility of the site by a range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives** - sets out the aims and objectives of this Travel Plan.
- **Section 4: Travel Plan Management** - outlines how travel planning for the site will be managed by the Sustainable Travel Manager and Travel Plan Co-ordinators and how the Travel Plan will be secured.
- **Section 5: Travel Plan Measures for occupants** - sets out the proposed measures to encourage future occupants to travel using sustainable modes.
- **Section 6: Travel Plan Measures for Visitors and deliveries** – Sets out the proposed measures to encourage future visitors and delivery companies serving the site to travel more sustainably.

- **Section 6: Travel Surveys** – sets out the proposed modal split for the offices.

- **Section 7: Targets and Monitoring** - outlines the method for setting targets and monitoring the progress of the Travel Plan.

- **Section 8: Action Plan** - provides an Action Plan for implementing the Travel Plan.

2 EXISTING SITUATION

2.1 Existing site location and use

2.1.1 The site is located along the western side of Spring Place, to the south of the Kentish Town Industrial Estate and to the north of the Inkerman Conservation Area (which is predominantly residential in its character). The site has very good public transport accessibility being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, Kentish Town Station provides Thameslink mainline rail services. The pedestrian and cycling environment along the surrounding roads is of good quality. The site location plan is shown in Figure 1.

2.1.2 The site has a total area of 0.222 hectares and an existing Class B2 use as a vehicle garage and maintenance depot. It is currently occupied by Addison Lee, taxi cab company. The majority of the space is used for vehicle maintenance with ancillary office use. The building is predominantly made up of 'double height' single storey spaces, either side of a railway viaduct, and includes the space under the arches of the viaduct. There is a small area of 2-storey element providing a mezzanine office space with an electrical substation below it. There are four vehicular access points on Spring Place.

2.2 Highway network

2.2.1 The local highway network in relation to the site is shown in Figure 2. Spring Place provides vehicular access to the existing building and forms the eastern boundary of the site. It is a two way road connecting with Gillies Street to the north and Willes Road to the south. Spring Place is also accessed by Holmes Road and Arctic Street at priority junctions. The speed limit on Spring Place is 20mph.

2.2.2 There are single yellow lines along the site's frontage on Spring Place which prohibit parking whilst allowing for loading to take place. The street is located within Camden's CA-L West Kentish Town Outer Controlled Parking Zone (CPZ). The CPZ is in operation on Monday to Friday between 08:30 and 18:30 and on Saturday and Sundays between 09:30 and 17:30 over the weekend. On the east side of the carriageway, opposite the site, there are Permit Holders and Pay & Display car parking bays. Motorcycle parking bays are also provided on the east side of the carriageway near the junction of Spring Place and Holmes Road. The street has lit footways and on-street car parking spread out along the majority of

its length. The section of footway along the site's frontage on Spring Place is narrow and in poor condition. It is not particularly pedestrian friendly due to the quantum of vehicle crossovers accessing the existing building. To improve pedestrian access to the development from Spring Place, it is proposed that the footway be widened and the existing crossovers removed.

2.2.3 Grafton Road which bounds the site to the west is a mainly residential road that connects with Prince of Wales Road to the south and with Lamble Street to the north. In order to reduce through-traffic along Grafton Road, a timed road closure is in place on Grafton Road to the north of the site. The road is closed southbound (towards Prince of Wales Road) during the weekday morning peak traffic period of 07:00 to 11:00 and closed northbound (towards Mansfield Road and Gordon House Road) during the afternoon weekday peak traffic period of 15:00 to 19:00. Grafton Road connects to the Prince of Wales Road at its southern end. Prince of Wales Road provides vehicular access to the A400 Kentish Town Road to the east and the A502 Haverstock Hill to the west.

2.2.4 There is a 20mph speed limit along the entire length of the road. Grafton Road falls within Camden's CA-L West Kentish Town Inner CPZ. The CPZ is in operation on Monday to Friday between 09:00 to 11:00. As per Spring Place, there are lit footways on both sides of the road and on-street car parking spread out along its length.

2.3 Public Transport Accessibility

2.3.1 The site is within walking distance of a wide range of public transport services including buses, London Underground, London Overground and mainline rail stations. Due to this the site has a PTAL of 5 which is classed as "very good" accessibility to public transport. Th WebCAT PTAL summary output summary is included within Annex B. The key aspects of each mode of public transport accessible are described below.

Bus services

2.3.2 The nearest bus stops to the site are located on Prince of Wales Road. They serve routes 46 and 393. Westbound services are available from Bus Stop KN which is 400m walk from the site and Bus Stop KR which is 550m away, serve eastbound services. In addition to these, a further four bus routes are accessible from the bus stops on Kentish Town Road and Malden Road. The nearest bus stops on Kentish Town Road are located 550m (Stop KE) and 600m (Stop KC) walk from the site, providing northbound and southbound services respectively.

These stops are served by routes 134, 214, 393, C2 as well as N20 night bus services.

2.3.3 The bus stops on Malden Road, located circa 600m walk from the site, are served by routes 24 and 46. Bus Stop KV provides eastbound services and Bus Stop KZ are served by westbound and northbound routes. The local bus network is shown in Figure 3. The bus routes along with their destinations and AM peak are frequencies shown in Table 2.1.

Table 2.1 – Summary of local bus services – AM peak

Route	Destination	Nearest Bus Stop	AM peak hour Frequency
C2	Parliament Hill	Bus Stop KE (550m)	8
	Victoria Station	Bus Stop KC (600m)	8
24	Hampstead	Bus Stop KZ	7
	Pimlico	Bus Stop KV	10
46	City of London	Bus Stop KR	8
	Lancaster Gate	Bus Stop KN	8
134	North Finchley	Bus Stop KE (550m)	10
	Tottenham Court Road	Bus Stop KC (600m	10
214	Highgate	Bus Stop KE (550m)	8
	Old Street	Bus Stop KC (600m)	8
393	Lower Clapton	Bus Stop KR	5
	Primrose Hill	Bus Stop KN	5
Total			95

2.3.4 The six bus routes provide up to 95 bus services (two-way) in the weekday AM peak hour (08:00-09:00).

London Underground

2.3.5 The nearest Underground Station to the site is Kentish Town, located approximately 650m (6-8 minutes) walk to the north east of the site. The station is served by High Barnet and Mill Hill East branch of the Northern Line and it is located in London fare Zone 2. The station's entrance is located along the eastern side of Kentish Town Road. Table 2.2 shows the peak hour London Underground frequencies at Kentish Town Station.

Table 2.2 – Kentish Town's London Underground service frequencies (per hour)

Service		0800 - 0900	1700 - 1800
Northern Line	Southbound	18	18
	Northbound	18	18
Total		**36**	**36**

Rail

2.3.6 In addition to London Underground services mentioned above, Kentish Town station also provides access to Thameslink services. The station offers northbound services to destinations such as West Hampstead Thameslink, St Albans City, Luton and Luton Airport Parkway and southbound services provide access to destinations such as London St Pancras International, City Thameslink, Elephant & Castle and Wimbledon. Journey times from Kentish Town to some key destinations and frequencies during the AM peak hour are shown in Table 2.3.

Table 2.3 – Journey times to key destinations – AM peak

Direction	Destination	Journey time	Frequency (AM peak)
Northbound	West Hampstead Thameslink	5 minutes	4
	Mill Hill Broadway	15 minutes	4
	St Albans City	30 minutes	4
	Luton	45 minutes	2
	Luton Airport Parkway	40 minutes	2
Southbound	Kings Cross St Pancras	4 minutes	4
	City Thameslink	13 minutes	4
	Elephant & Castle	20 minutes	3
	Streatham	40 minutes	2
	Wimbledon	54 minutes	1

Note: Direct train times on 12/07/2016 (Source: National Rail enquiries http://ojp.nationalrail.co.uk)

London Overground

2.3.7 Kentish Town West Station is located 500m (5-6 minutes) walk from the site. It provides access to London Overground services. These services are Richmond to Stratford North London Line services and West London Line services between Clapham Junction and Stratford. Table 2.4 shows the peak hour frequencies at Kentish Town Station.

Table 2.4 – Kentish Town West's Overground service frequencies (per hour)

Service		0800 - 0900	1700 - 1800
Richmond to Stratford	Eastbound	4	4
	Westbound	4	4
Clapham Junction to Stratford	Eastbound	4	4
	Westbound	4	5
Total		**16**	**17**

Note: Direct train times derived from London Overground Timetables on 12/07/2016

2.4 Walking

2.4.1 The site is within a 8-10 minute walking distance of a wide range of shops and amenities as well as public transport services along Kentish Town Road to the east and Prince of Wales Road to the south. These include bus stops offering six bus routes, Kentish Town London Underground and rail station as well as Kentish Town West London Overground and mainline rail stations. The walking routes and footways surrounding the site are generally satisfactory, being of standard width and well lit.

2.4.2 The key pedestrian routes are from the site's access point on Spring Place towards Kentish Town Underground Station. The route is via Holmes Road which joins Kentish Town Road at its eastern end. Another key pedestrian route is towards Kentish Town West Station, via Willes Road to the south of the site which joins Prince of Wales Road at its southern end.

2.4.3 The footways on Spring Place, Holmes Road, Willes Road, Kentish Town Road and Prince of Wales Road are well lit and generally in satisfactory condition. There is a raised table at the junction of Spring Place, Homes Road and Willes Road, immediately to the south of the site, allowing safe and convenient crossing for site users. All other junctions on streets en-route to the public transport services, shops and other facilities benefit from dropped kerbs which will aid mobility impaired occupants to access these amenities.

2.4.4 There are signal controlled pedestrian crossing facilities in the immediate vicinities of Kentish Town and Kentish Town West stations, allowing pedestrians to safely cross the more heavily trafficked routes.

2.5 Cycling

2.5.1 The local cycle network is indicated in Figure 4. As can be seen, the site is well connected with the London Cycle Network (LCN). Grafton Road which runs along the site's western frontage is sign posted/marked as a TfL advisory cycle route.

There are also a number of roads in the close vicinity of the site which have been described as 'quieter routes recommended for cyclists'. These include Willes Road and Holmes Road.

2.5.2 Apart from providing cycle access to local centres and amenities, the LCN routes provide access to nearby centres and Table 2.5 shows the journey times to some key destinations (20km/hr speed).

Table 2.5 – Cycling journey times to key destinations

Destination	Distance & Journey time
Chalk Farm	1.1km – 4 minutes
Gospel Oak	1.2km – 3 minutes
Camden Town	1.4km – 6 minutes
Kings Cross St Pancras	2.3km – 10 minutes
Archway	2.7km – 9 minutes
Holloway	3.1km – 12 minutes
Highgate	3.1km – 8 minutes
Angel	4.2km – 15 minutes
Kilburn	4.4km – 17 minutes
Finchley Road	4.7km – 16 minutes
Baker Street	4.9km – 21 minutes
Oxford Circus	5.1km – 20 minutes
Hampstead	5.4km – 21 minutes
Old Street	6.2km – 23 minutes
Liverpool Street	7.2km – 28 minutes

2.6 Car club

2.6.1 There are nine on-street car club bays operated either by Zipcar and Citycar Club, within a 1.0km radius of the site. Table 2.6 lists the location of these bays and distance of these bays from the site. A location plan showing the car club bays are included in Figure 5.

Table 2.6 – Car club bays

Location	Operator	Distance from the site
Inkerman Road	Citycar Club	250m
Prince of Wales Road	Zipcar	400m
Kelly Street	Citycar Club	500m
Islip Street	Citycar Club	600m
Gaisford Street	Zipcar	650m
Malden Crescent	Zipcar	700m
Bartholomew Road	Zipcar	750m
Hammond Street	Zipcar	750m
Fortress Road	Zipcar	850m

Note: Information derived from the Car Plus website on 14/07/2016

3 TRAVEL PLAN AIMS AND OBJECTIVES

3.1.1 The purpose of this draft Travel Plan is to encourage more sustainable travel patterns by all building users to the proposed flexible office use. Building users will include staff, visitors and personnel who make deliveries to and from the offices. The main aim is to reduce occupants' reliance on the forms of travel that have the highest environmental impact.

3.1.2 The objectives of the Travel Plan are as follows:

- Encourage all building users to travel by sustainable modes of transport;
- Ensure that occupants and visitors are aware of the range of travel choices available to them;
- Promote the health benefits of sustainable travel;
- Promote sustainable practices for the delivery of goods;
- Monitor travel patterns and identify opportunities to encourage travel by sustainable modes.

3.1.3 Given the nature of the site, the primary objective of the Travel Plan is to focus on staff travel. Staff will make regular trips and this represents the best opportunity to influence travel patterns and meet the objectives of the plan. Information could be provided to any visitors to the offices and delivery personnel although it should be acknowledged that it is more difficult to influence their travel patterns.

3.1.4 The site is located in an easily accessible location by walking, cycling and public transport. Spring Place Limited understands that this presents an opportunity to further encourage building users to travel by sustainable modes and will therefore notify occupier(s) of the requirements of the Travel Plan.

4 TRAVEL PLAN MANAGEMENT

4.1.1 This draft Workplace Travel Plan considers all types of travel relevant to the building users, which refers to staff, visitors and personnel who make deliveries to and from the offices. These groups may have different travel patterns and it is important to provide Travel Plan measures which are targeted to their needs. This chapter sets out the proposed Travel Plan measures for the occupants, visitors and delivery personnel.

4.2 Travel Plan Co-ordinator

4.2.1 A Travel Plan Coordinator (TPC), who will be a member of the site operator, will be appointed to take responsibility for the development and management of the Travel Plan. The TPC's role for the site will be fulfilled by an appointed consultant or the site management company. It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the site. The roles and responsibilities of the TPC are set out below:

- Ensuring the structures for the ongoing management of the Travel Plan are set up and running effectively;
- Giving advice and information on transport-related issues to employees and visitors.
- Liaising with public transport operators and other service providers such as car club operators.
- Giving a 'human face' to the Travel Plan – explaining its purpose and the transport opportunities available. Implementing any additional measures.
- Overseeing and monitoring the regular surveys and questionnaires, which will inform the ongoing development of the Travel Plan.
- On-site coordination of data collection for the Travel Plan.
- Updating Travel Plan targets where necessary.
- Helping establish and promote the individual measures in the Travel Plan.

- Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties continue for the duration of the Travel Plan.

4.3 Securing the Travel Plan and funding

4.3.1 The Travel Plan will be secured through a condition of planning consent or Section 106 agreement for the development.

4.3.2 The specification of targets will be set within six month following the initial baseline travel surveys which will be undertaken upon 75% occupation.

4.3.3 All measures implemented prior to the development being occupied will be funded by the developer, including the appointment of the TPC and the production of marketing material. The developer will fund the ongoing monitoring travel surveys.

5 TRAVEL PLAN MEASURES FOR OCCUPANTS

5.1 Introduction

5.1.1 3-6 Spring Place is easily accessible by public transport as well as walking and cycling. Occupants will make regular commuting trips and this represents the best opportunity to influence travel patterns and increase walking and cycling mode share.

5.2 Provision of travel information

5.2.1 Informing future occupants of the range of travel choices available to them as well as the Travel Plan measures which will be implemented at the development will be key to the success of the Travel Plan. The ways in which travel information would be provided are set out below.

Travel Information Pack

5.2.2 The occupants will be able to access the digital version of the Travel Information Pack upon occupation. It will contain information on travel and the facilities within the development and could contain the following information:

- Provides an explanation of the Travel Plan, its purpose, aims and objectives and measures;
- contact details for the operation of the Travel Plan;
- information on the health benefits of walking and cycling;
- information on planning journey's on foot;
- TfL cycle network maps of the local area and information on the cycle tools in TfL journey planner;
- promotional material setting out the benefits of cycling and information on free adult cycle training from LBC;
- information and location of local car clubs;
- bus network maps and timetable information availability;
- rail network maps and timetables that are available; and

- links to TfL journey planner website and National Rail website which provides journey planning and live departure information.

Staff noticeboard

5.2.3 In addition to the information packs, it is important to provide up-to-date and accessible information about the travel options available. Travel information could be displayed on a staff noticeboard which could be kept up-to-date by the TPC. The information could include:

- Pedestrian and cycling route maps;
- Public transport maps and timetables;
- Information on any major changes to public transport services.

Mobile phone application

5.2.4 Occupants will be provided access to the a mobile application specially designed for the development where they can access the wide range of travel information included as part of the Travel Pack. They will also have access to live travel maps indicating the location of the nearest transport nodes as well as cycle hire facilities.

Website

5.2.5 Information on the location of the nearest transport links, including local buses and stations, cycling routes and Car Club bays will be provided on the development's website. Information on the purpose of the Travel Plan could also be provided along with the strategies and measures implemented. This would encourage visitors, new members of staff (and potentially interviewees seeking employment) to use sustainable modes of transport.

5.3 Promotion of walking and cycling

5.3.1 The location of the site is easily accessible by walking and cycling from the local area. Occupants would be encouraged to walk or cycle to work on a regular basis. To encourage this, the following measures could be implemented:

Promotional material

5.3.2 Walking and cycling information, such as maps, links to online journey planners and the health benefits of walking and cycling, could be included in the information packs. This would inform staff of the existing routes in the

surrounding area and local facilities. Walking journey planners, such as http://walkit.com/, can provide information on distances, journey times, calories burned, CO_2 emissions saved and could offer quieter route alternatives.

Cycle parking

5.3.3 There will be 67 cycle parking spaces provided on site as part of the proposed development. This is in excess of the London Plan and LBC requirements.

Cycle facilities:

5.3.4 Showers and changing facilities will also be provided within the proposed development. Five showers (including one accessible shower) will be provided with 67 lockers (one per cycle space).

Bikes4Work scheme

5.3.5 The feasibility of providing interest free loans to purchase a bicycle tax free to staff should be explored by the occupiers of office spaces that hire staff.

Bicycle User Group (BUG)

5.3.6 Workplace BUG's support staff who cycle to and from work by setting up meetings and organise events. BUG's are designed to encourage the uptake of cycling for employees.

Cycle training

5.3.7 LBC offer free adult cycle training to anyone who works, studies or lives in the borough. This helps Occupants to cycle the safest and most convenient routes.

5.4 Encouraging use of public transport

5.4.1 Occupants will be made aware of the full range of bus services, London Underground, London Overground and rail services available to them through the following measures:

Promotional material

5.4.2 Access to public transport information, such as route maps, timetables and fares, will be included in the Travel Packs.

Journey planners

5.4.3 Links to the TfL and National Rail journey planners, live bus stop tracking websites and smartphone applications will be promoted within the Travel Packs.

Real time travel information

5.4.4 Real time information is easily accessible for all public transport from TfL websites and mobile phone apps. These allow Occupants to tailor the information that they receive to the journeys they are making.

Season Ticket loan

5.4.5 The feasibility of providing employees with interest free loans to purchase annual season tickets should be explored by commercial occupiers. The loan is then payed back through the employee's salary.

5.5 Reducing vehicle trips

Low car parking provision

5.5.1 The proposals will be car-free which will encourage the use of alternative more environmentally friendly modes of transport.

5.6 Promotion of sustainable practices for deliveries

5.6.1 The baseline survey will collect information on the delivery patterns and the TPC will advise the occupants about the following measures that could be implemented to make the servicing operations more sustainable:

Consolidating deliveries

5.6.2 Discussing the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips with the delivery operators.

Green vehicles

5.6.3 Use of hybrid, electric and other low carbon emission vehicles that are less harmful to the environment. Encouraging the use of delivery and collection companies which use green vehicles.

6 TRAVEL PLAN MEASURES FOR VISITORS

6.1.1 The site is centrally located and all visitors to the offices can be expected to use sustainable modes of transport.

Website

6.1.2 It will be important to ensure that visitors are aware of the travel choices available to them. The development's website would provide information on how to get to the offices by walking, cycling, bus, London Underground, London Overground and rail. A link to the TfL journey planner could also be provided which would be useful for visitors to plan their journey by public transport.

Travel Plan measures for delivery personnel

6.1.3 Deliveries for the offices can take place on-street from Spring Place. Unlike staff and visitors, it should be acknowledged that it is more difficult to influence the travel patterns of delivery personnel to the site.

Promotional material

6.1.4 It is envisaged that promotional material for the following could encourage more sustainable travel patterns.

- **Consolidating deliveries:** The site management company and occupants could consider the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips.

- **Green vehicles:** Hybrid, electric and other low carbon emission vehicles are less harmful to the environment. The occupier of the offices could consider using delivery and collection companies with green vehicles.

- **Eco-driving:** Delivery personnel could be made aware of the benefits of driving techniques which reduce fuel consumption, CO_2 emissions and pollution. Eco-driving techniques include changing up a gear as soon as possible, decelerating smoothly, turning off the engine while waiting in traffic, and cutting down the use of air conditioning and other electrical equipment. It is also important to regularly service and maintain the vehicles.

7 TRAVEL SURVEYS

7.1.1 This chapter sets out the proposed mode share for 3-6 Spring Place allowing targets to be set.

7.2 Indicative mode share

7.2.1 The development is currently at the planning application stage and therefore the indicative office modal split is set out below in Table 7.1. The modal split has been taken from the Spring Place Transport Assessment. As such the mitigation for the development will be based on the impacts arising from this mode split of trips.

Table 7.1 – Indicative travel mode split

Mode	Indicative modal split
London Underground	31%
Train	24%
Bus	18%
Taxi	1%
Motorcycle	2%
Car driver	0%
Car passenger	2%
Bicycle	8%
On foot	14%

8 TARGETS AND MONITORING

8.1.1 A Travel Plan is essentially a 'living document' which requires monitoring, review and revision to ensure it remains relevant to the organisation and those using the site and provides continuous improvements for its duration. This chapter sets out the targets for the draft Travel Plan and the monitoring and review process. Monitoring and review will be the responsibility of the TPC.

8.2 Targets

8.2.1 TfL provide recommendations on the requirements of targets as follows:

- Should be SMART, **S**pecific, **M**easureable, **A**ttainable, **R**ealistic, and **T**ime-bound, and should link to the objectives of the travel plan;
- Should enable measurement of success in achieving objectives of the travel plan;
- Enable enforcement; and
- A minimum five-year time frame, with interim targets at year one, three and five.

8.2.2 Table 8.1 sets out the initial targets for mode split for employees taken from the proposed employees mode split in Table 8.1.

Table 8.1 – Proposed workplace targets by mode

Mode	Baseline mode split	Change in mode split		
		Year 1	Year 3	Year 5
Walking	14%	+15%	+16%	+17%
Cycling	8%	+9%	+10%	+11%

8.2.3 The car-free nature of the development will ensure employees travel to and from the site via sustainable modes of transport. Through the measures outlined in this draft Travel Plan which encourages walking and cycling to work, it is anticipated that there will be an increase in these modes shares in line with figures outlined in Table 8.1. The increase of walking and cycling trips to/from the development is likely to reduce reliance on public transport services.

8.3 Monitoring

8.3.1 The monitoring regime for the development has been determined with reference to the requirements set out in the TfL 'Travel Planning for New Developments in

London' guidance document. This recommends that Travel Plan's be monitored by means of a TRICS compliant survey.

8.3.2 The TPC will arrange the initial full multi-modal travel survey to be undertaken for the development once a trigger point of 75% occupation is reached. The specification of the multi-modal surveys will be agreed within LBC prior to being undertaken, however, it is envisaged that the surveys will comprise the following components:

- Management questionnaire to identify site specific details (to be completed by the on-site management company);
- Core staff survey and travel diary for a sample of occupants.
- Pedestrian counts at the pedestrian access points into the site;
- Questionnaire/ interview surveys of occupants to identify the main mode share of the development.
- Visitor questionnaire surveys would be a personal interview targeting a sample of visitors; and

8.3.3 As required by the TfL guidance, a TRICS survey will be undertaken for the baseline survey; plus years 1, 3 and 5.

8.3.4 The precise dates of the future surveys will depend on the date of the baseline survey which will be undertaken once 75% of the development has been occupied. Therefore, at present, it is not possible to agree the calendar dates of the future surveys. These will be clarified and agreed after the initial surveys have been undertaken.

8.3.5 The surveys will form the basis for the monitoring reports which will be submitted to the Council one year after the baseline surveys, and then again three and five years after the baseline survey.

9 ACTION PLAN

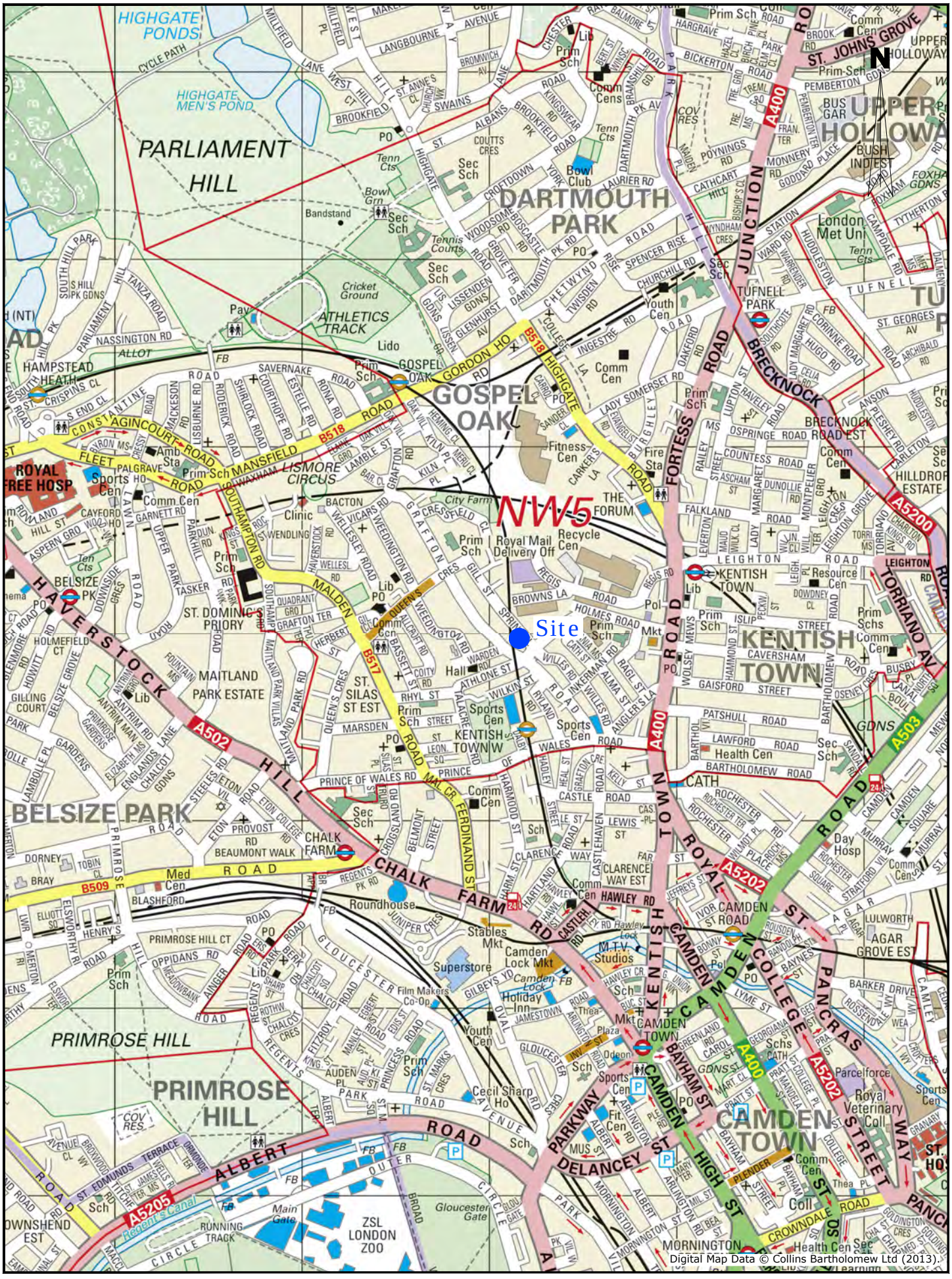
9.1.1 The proposed office development at 3-6 Spring Place is easily accessible by walking, cycling and public transport. It is within a short walk of of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services providing 95 buses per hour. Furthermore, both stations mentioned provide mainline rail services. The pedestrian and cycling environment along the surrounding roads are also of good quality.

9.1.2 The location of the offices and its car-free nature means that all staff and visitors could be expected to travel by sustainable modes of transport. This draft Workplace Travel Plan aims to further encourage staff to walk and cycle to work and visitors to use sustainable transport. The proposed sustainable travel initiatives are outlined in Table 9.1.

Table 9.1. – Sustainable travel initiatives

Sustainable travel initiatives	Responsibility	Target Date
Appointing Travel Plan Co-ordinator	Operator/Spring Place Limited	Prior to occupation
Providing information packs	TPC	Within 3 months of occupation and at the start of employment
Providing staff noticeboard	TPC	Within 3 months of occupation
Providing walking and cycling information	TPC	Within 3 months of occupation
Promotion of cycle training	TPC	Within 3 months of occupation
Induction tour	TPC	At the start of employment
Considering providing tax-free bikes	Occupier(s)	Within 6 months of occupation
Promotion of cycle maintenance courses	TPC	Within 3 months of occupation
Providing public transport information	TPC	Within 3 months of occupation
Considering providing interest-free season ticket loans	Occupier(s)	Within 6 months of occupation
Provide travel information on website(s)	Operator/Spring Place Limited/Occupier(s)	Within 6 months of occupation
Promoting sustainable delivery practices	TPC	Within 6 months of occupation
Baseline survey	TPC	Within 6 months of occupation
Travel Plan review	TPC	At years 1, 3 and 5

Figures



T:\30000_projects\30895 3-6 Spring Place\ACAD\023 - 025.dwg

Site location plan

Figure 1

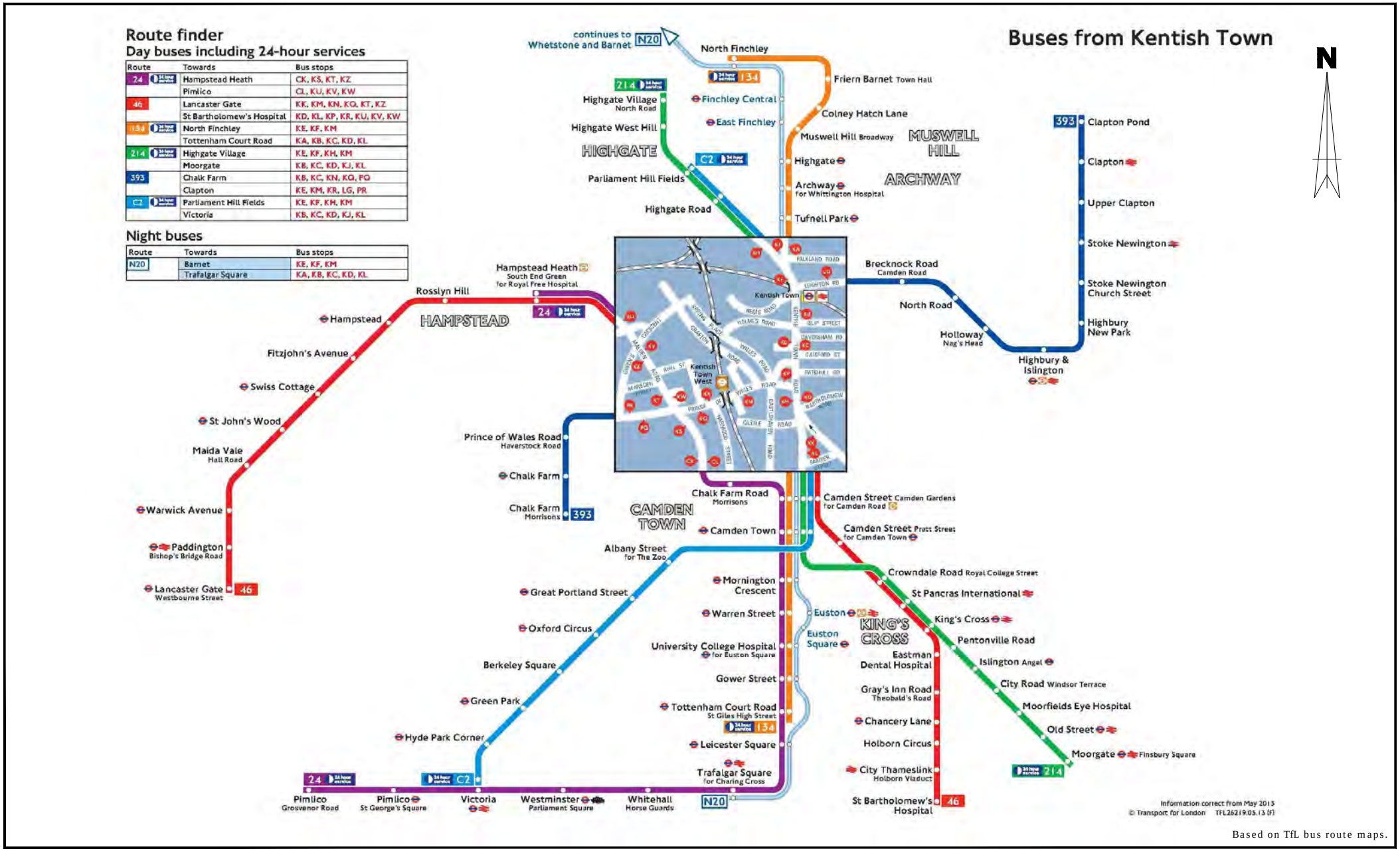
TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

T:\30000_projects\30895 3-6 Spring Place\ACAD\021 - 022.dwg

Local highway network

Figure 2

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

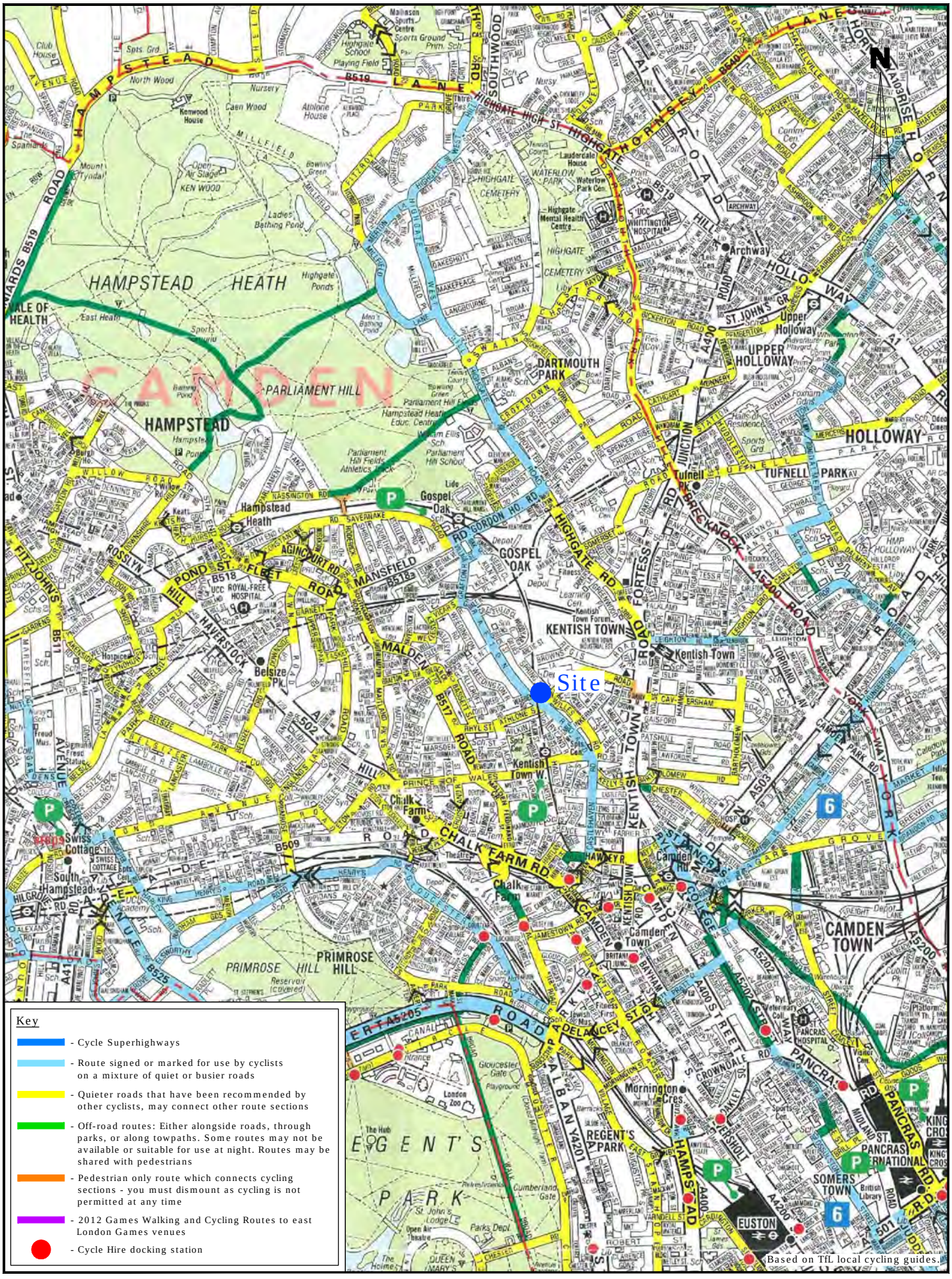


Local bus network

Figure 3

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

T:\30000_projects\30895 3-6 Spring Place\ACAD\023 - 025.dwg



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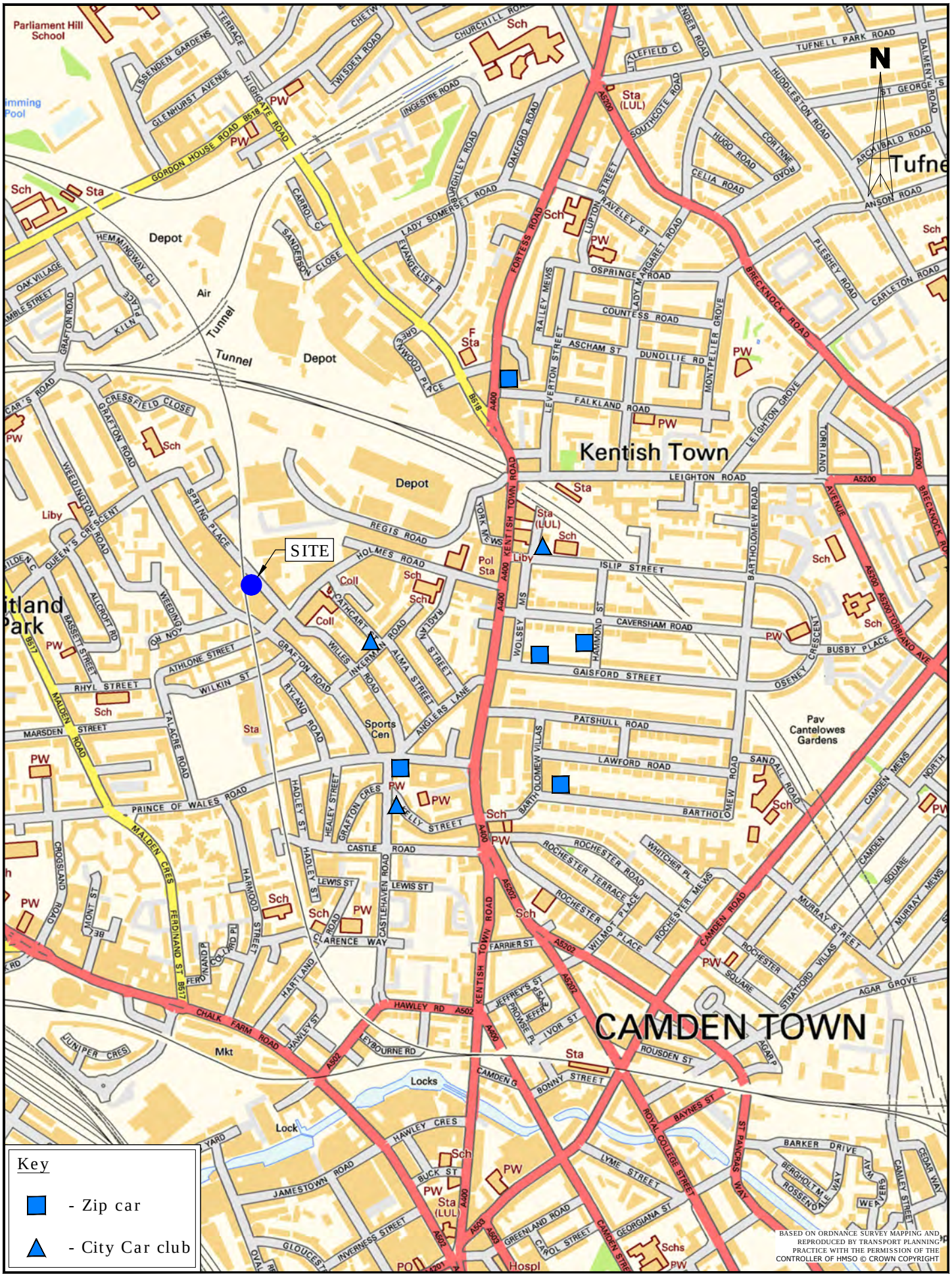
Local cycle network

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

Figure 4



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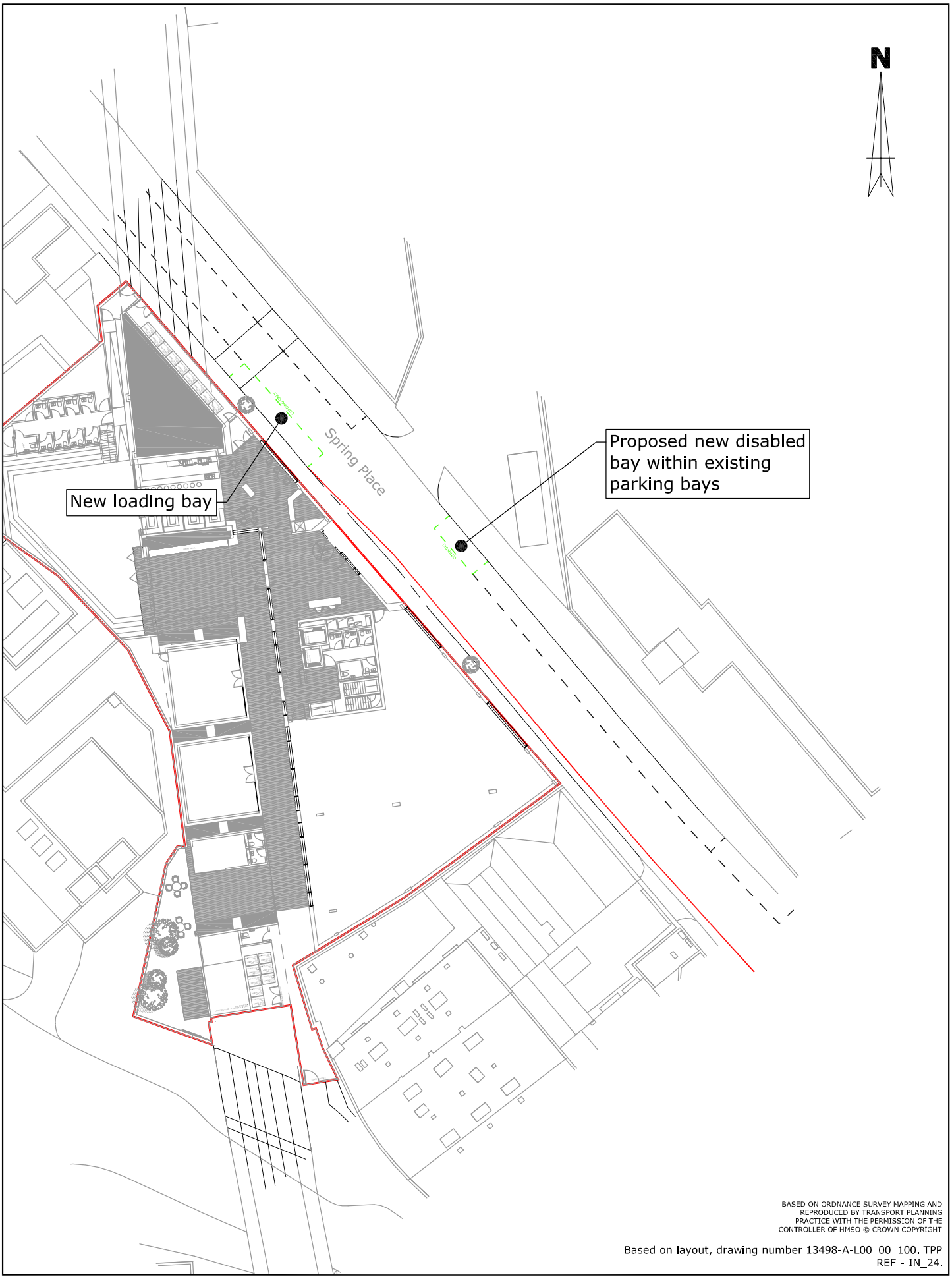
Local car club bays

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

Figure 5



T:\30000_projects\30895 3-6 Spring Place\ACAD\020_B.dwg

BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on layout, drawing number 13498-A-L00_00_100. TPP REF - IN_24.

Location of proposed on-street loading bay/Disabled bay
Figure 6

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on drawing number 13498-A-L-1-00-99. TPP REF - IN_24.

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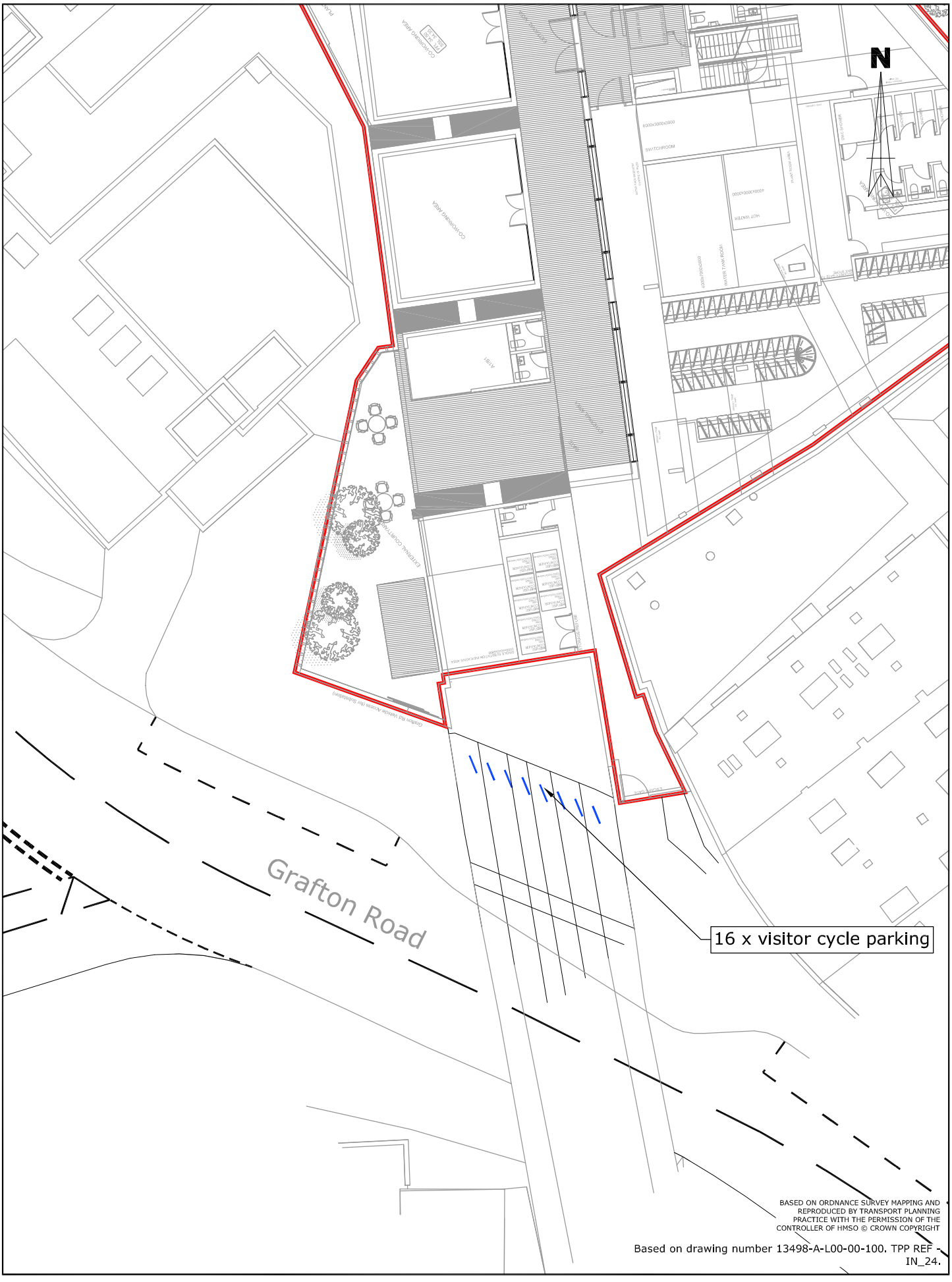
Basement Layout Plan

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

Figure 7



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Based on drawing number 13498-A-L00-00-100. TPP REF - IN_24.

Visitor Cycle Parking

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
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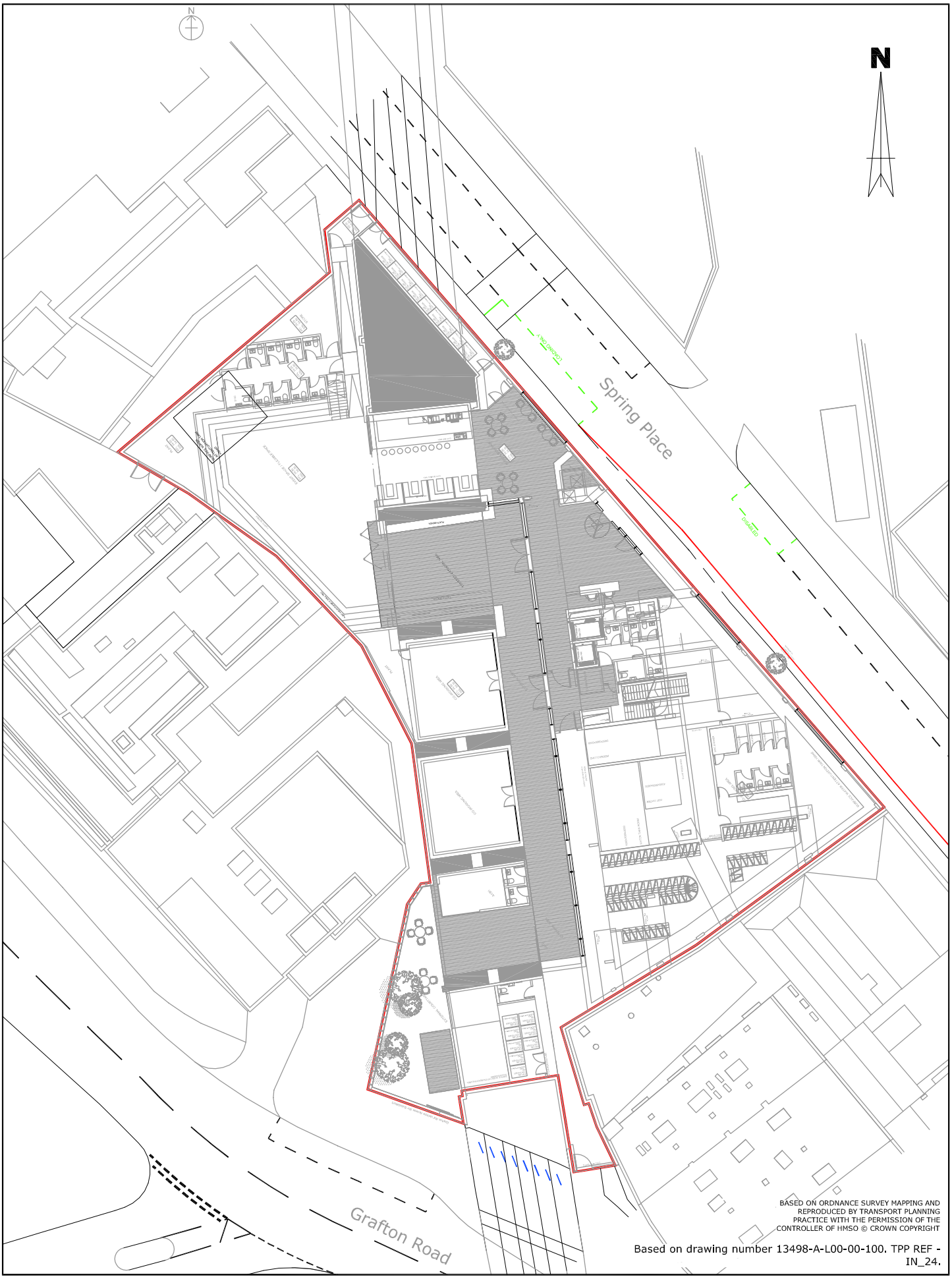
w: www.tppweb.co.uk

Figure 8



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Based on drawing number 13498-A-L00-00-100. TPP REF - IN_24.

Ground Floor Plan

TPP
transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

Figure 9

Annex A

AttrBuTE test output

ATTrBuTe

Travel plan name	3-6 Spring Place
Planning application reference number	
Name of travel plan author	Babak Samangouei
Email address of travel plan author	babak.samangouei@tppweb.co.uk
Telephone number of travel plan author	02076084981
Name of travel plan assessor	Babak Samangouei
Job title/role of travel plan assessor	
Plan Type	

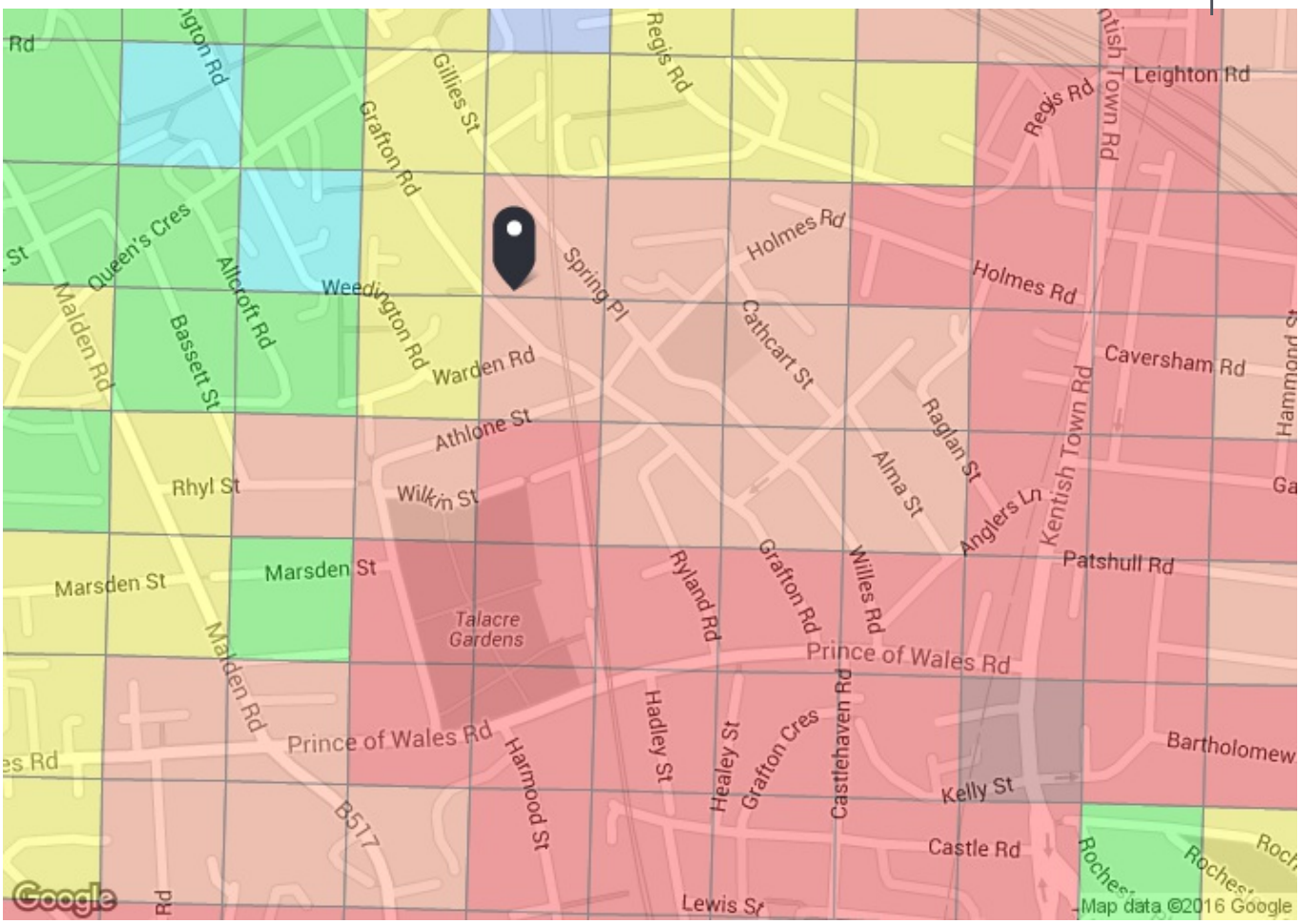
The development		4/7
Does the travel plan include a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	Page 2	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	0
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	NONE	0
Does the travel plan include a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	Page 1 of the Travel Plan.	2
Policy		1/2
Does the travel plan include reference to relevant national, regional and local/borough... a) transport and spatial policy? b) travel planning guidance?	TP has been produced in accordance with TfL's Travel Planning guidance.	1
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks and initiatives? b) existing travel initiatives available to all users?	Chapter 2	3
Surveys		2/3
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	Chapter 8.3	1
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	Chapter 7	1
Objectives		3/3

Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	Chapter 3	3
Targets		1/2
Have targets appropriate to the phasing of the development been set?	The development will not be built in phases.	0
Are there targets linking directly to each objective?	Chapter 8	1
TP Co-ordinator		3/3
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	Chapter 4.2	1
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficent amount of time to spend on the travel plan?	Chapter 4	2
Measures		5/6
To what extent do the site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	Chapter 5	3
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	Chapter 9	1
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	Chapter 9	1
Monitoring		2/2
Is it clear who is responsible for site-wide monitoring?	Chapter 8.3	1
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	Chapter 8.3	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	Chapter 4.3	1
Funding		6/6
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	Chapter 4.3	3
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	Chapter 4.3	3
Total - PASS		**31**

Annex B

PTAL assessment

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
5

Wall to Wall Television Ltd, 8-9 Spring Pl, London NW5 3ER, UK

Easting: 528524, Northing: 184998

Grid Cell: 104193

Report generated: 05/07/2016

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KENTISH TOWN WEST STN	393	503.24	5	6.29	8	14.29	2.1	0.5	1.05
Bus	KENTISH TOWN WEST STN	46	503.24	6	6.29	7	13.29	2.26	0.5	1.13
Bus	MALDEN ROAD RHYL STREET	24	636.3	10	7.95	5	12.95	2.32	0.5	1.16
Bus	CAVERSHAM ROAD	C2	625.51	8	7.82	5.75	13.57	2.21	0.5	1.11
Bus	CAVERSHAM ROAD	134	625.51	12	7.82	4.5	12.32	2.44	1	2.44
Bus	CAVERSHAM ROAD	214	625.51	8	7.82	5.75	13.57	2.21	0.5	1.11
Rail	Gospel Oak	'BARKING-GOSPLOK 2J00'	835.3	4	10.44	8.25	18.69	1.61	0.5	0.8
Rail	Gospel Oak	'GOSPLOK-BARKING 2J07'	835.3	4	10.44	8.25	18.69	1.61	0.5	0.8
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	357.26	3.67	4.47	8.92	13.39	2.24	1	2.24
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	357.26	3.67	4.47	8.92	13.39	2.24	0.5	1.12
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	689.08	1	8.61	30.75	39.36	0.76	0.5	0.38
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2O06 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	689.08	1	8.61	30.75	39.36	0.76	0.5	0.38
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2O29 '	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2V08 '	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2V27 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
LUL	Kentish Town	'Morden-HighBarnet '	689.08	14.67	8.61	2.79	11.41	2.63	1	2.63
LUL	Kentish Town	'Morden-MillHillE '	689.08	4	8.61	8.25	16.86	1.78	0.5	0.89
LUL	Kentish Town	'HighBarnet-Morden '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
LUL	Kentish Town	'HighBarnet-Kenningt '	689.08	5.33	8.61	6.38	14.99	2	0.5	1
LUL	Kentish Town	'MillHill-Morden '	689.08	1.67	8.61	18.71	27.33	1.1	0.5	0.55
LUL	Kentish Town	'MillHillE-Kenningt '	689.08	1.67	8.61	18.71	27.33	1.1	0.5	0.55
									Total Grid Cell AI:	**22.11**

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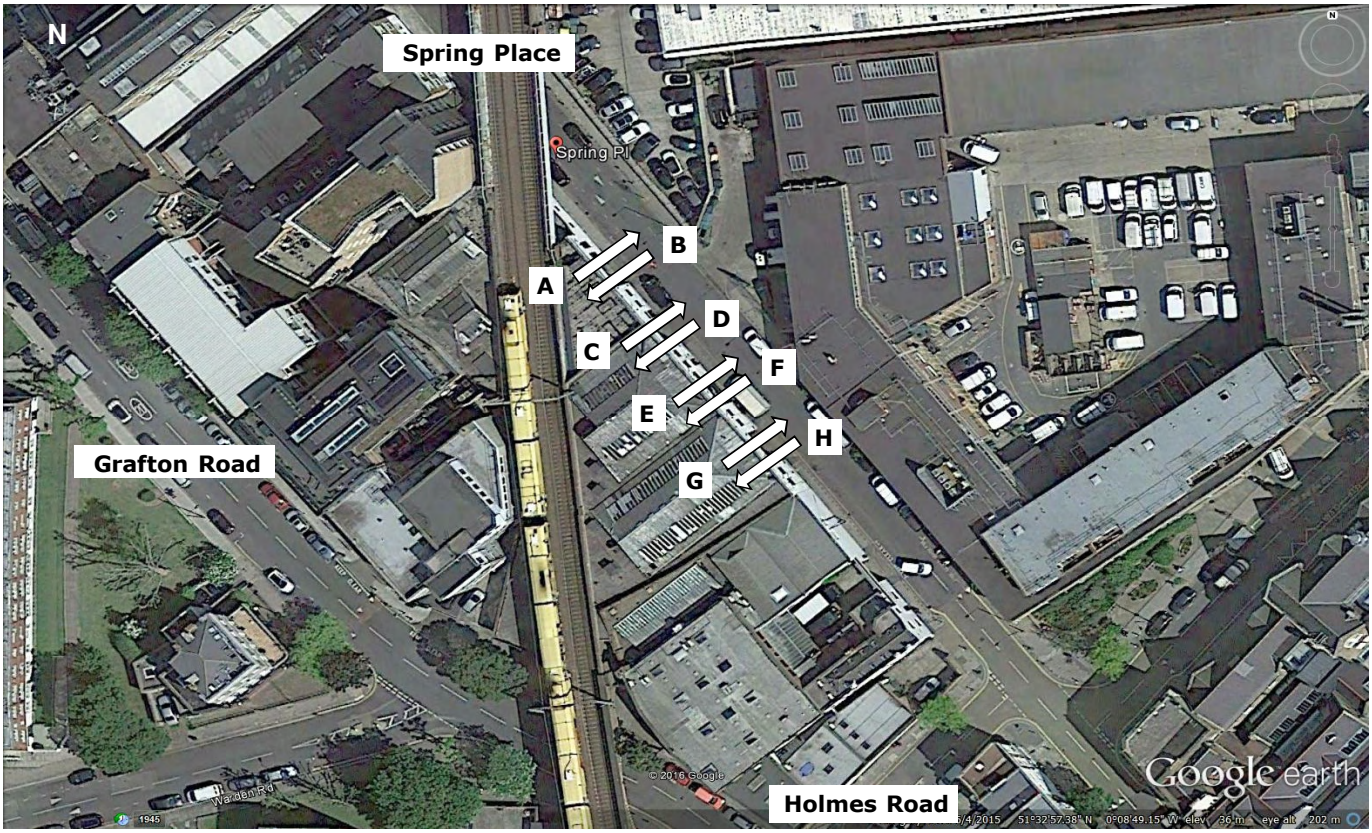
Appendix E

Classified access counts output

Advanced Transport Research	*Job Number & Name:*	**11964 Spring Place**
3-6 Spring Place	*Client:*	**TPP**
Site Plan	*Date:*	



Advanced Transport Research
3-6 Spring Place
Classified Counts

Job Number & Name: **11964 Spring Place**
Client: **TPP**
Date: **Thursday 07 July 2016**

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	2	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	1	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
9:00 - 9:15	1	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Advanced Transport Research
3-6 Spring Place
Classified Counts

Job Number & Name: **11964 Spring Place**
Client: **TPP**
Date: **Friday 08 July 2016**

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**
0:00 - 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
0:15 - 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 - 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 - 8:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 - 8:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**
9:00 - 9:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 - 9:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30 - 9:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
10:15 - 10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	2	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
10:45 - 11:00	1	0	0	0	0	0	0	1	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**19**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:30 - 11:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
11:45 - 12:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**

Advanced Transport Research
3-6 Spring Place
Classified Counts

Job Number & Name: **11964 Spring Place**
Client: **TPP**
Date: **Saturday 09 July 2016**

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**
0:00 - 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 - 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
0:30 - 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix F

TRICS output
B1 Office

Calculation Reference: AUDIT-237601-150811-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	1 days
	SK	SOUTHWARK	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:	1215 to 4750 (units: sqm)
Range Selected by User:	408 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 29/11/13

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 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 Centre	2
Suburban Area (PPS6 Out of 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:

Commercial Zone	2
Built-Up Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	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:

10,001 to 15,000	1 days
25,001 to 50,000	2 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	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	3 days
0.6 to 1.0	3 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	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	BT-02-A-02	OFFICE		BRENT
	WEMBLEY HILL ROAD			
	WEMBLEY			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		4750 sqm	
	Survey date: TUESDAY		22/06/10	Survey Type: MANUAL
2	CI-02-A-01	OFFICES		CITY OF LONDON
	50 CANNON STREET			
	CITY OF LONDON			
	BANK			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1386 sqm	
	Survey date: WEDNESDAY		21/10/09	Survey Type: MANUAL
3	CI-02-A-03	OFFICES		CITY OF LONDON
	MONUMENT STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		1951 sqm	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
4	CN-02-A-01	OFFICES		CAMDEN
	ELY PLACE			
	HOLBORN CIRCUS			
	HOLBORN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		4062 sqm	
	Survey date: THURSDAY		23/10/08	Survey Type: MANUAL
5	SK-02-A-02	OFFICES		SOUTHWARK
	ST OLAV'S COURT			
	ROTHERHITHE			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		2371 sqm	
	Survey date: MONDAY		20/10/08	Survey Type: MANUAL
6	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.038	6	2623	0.006	6	2623	0.044
07:30 - 08:00	6	2623	0.210	6	2623	0.044	6	2623	0.254
08:00 - 08:30	6	2623	0.203	6	2623	0.044	6	2623	0.247
08:30 - 09:00	6	2623	0.197	6	2623	0.032	6	2623	0.229
09:00 - 09:30	6	2623	0.210	6	2623	0.070	6	2623	0.280
09:30 - 10:00	6	2623	0.254	6	2623	0.089	6	2623	0.343
10:00 - 10:30	6	2623	0.222	6	2623	0.089	6	2623	0.311
10:30 - 11:00	6	2623	0.114	6	2623	0.114	6	2623	0.228
11:00 - 11:30	6	2623	0.146	6	2623	0.165	6	2623	0.311
11:30 - 12:00	6	2623	0.095	6	2623	0.083	6	2623	0.178
12:00 - 12:30	6	2623	0.121	6	2623	0.140	6	2623	0.261
12:30 - 13:00	6	2623	0.133	6	2623	0.146	6	2623	0.279
13:00 - 13:30	6	2623	0.095	6	2623	0.133	6	2623	0.228
13:30 - 14:00	6	2623	0.057	6	2623	0.070	6	2623	0.127
14:00 - 14:30	6	2623	0.153	6	2623	0.121	6	2623	0.274
14:30 - 15:00	6	2623	0.114	6	2623	0.083	6	2623	0.197
15:00 - 15:30	6	2623	0.089	6	2623	0.114	6	2623	0.203
15:30 - 16:00	6	2623	0.083	6	2623	0.095	6	2623	0.178
16:00 - 16:30	6	2623	0.076	6	2623	0.159	6	2623	0.235
16:30 - 17:00	6	2623	0.089	6	2623	0.191	6	2623	0.280
17:00 - 17:30	6	2623	0.095	6	2623	0.254	6	2623	0.349
17:30 - 18:00	6	2623	0.070	6	2623	0.191	6	2623	0.261
18:00 - 18:30	6	2623	0.076	6	2623	0.229	6	2623	0.305
18:30 - 19:00	6	2623	0.000	6	2623	0.095	6	2623	0.095
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.940			2.757			5.697

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
07:30 - 08:00	6	2623	0.032	6	2623	0.025	6	2623	0.057
08:00 - 08:30	6	2623	0.013	6	2623	0.019	6	2623	0.032
08:30 - 09:00	6	2623	0.006	6	2623	0.006	6	2623	0.012
09:00 - 09:30	6	2623	0.006	6	2623	0.006	6	2623	0.012
09:30 - 10:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
10:00 - 10:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
10:30 - 11:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:00 - 11:30	6	2623	0.025	6	2623	0.025	6	2623	0.050
11:30 - 12:00	6	2623	0.006	6	2623	0.006	6	2623	0.012
12:00 - 12:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:30 - 13:00	6	2623	0.019	6	2623	0.019	6	2623	0.038
13:00 - 13:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:30 - 14:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:00 - 14:30	6	2623	0.006	6	2623	0.006	6	2623	0.012
14:30 - 15:00	6	2623	0.013	6	2623	0.013	6	2623	0.026
15:00 - 15:30	6	2623	0.006	6	2623	0.006	6	2623	0.012
15:30 - 16:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:00 - 16:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:30 - 17:00	6	2623	0.013	6	2623	0.013	6	2623	0.026
17:00 - 17:30	6	2623	0.032	6	2623	0.032	6	2623	0.064
17:30 - 18:00	6	2623	0.025	6	2623	0.013	6	2623	0.038
18:00 - 18:30	6	2623	0.013	6	2623	0.025	6	2623	0.038
18:30 - 19:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.215			0.214			0.429

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
07:30 - 08:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:00 - 08:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:30 - 09:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:00 - 09:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:30 - 10:00	6	2623	0.013	6	2623	0.006	6	2623	0.019
10:00 - 10:30	6	2623	0.000	6	2623	0.006	6	2623	0.006
10:30 - 11:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:00 - 11:30	6	2623	0.006	6	2623	0.000	6	2623	0.006
11:30 - 12:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:00 - 12:30	6	2623	0.000	6	2623	0.006	6	2623	0.006
12:30 - 13:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:00 - 13:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:30 - 14:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:00 - 14:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:30 - 15:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
15:00 - 15:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
15:30 - 16:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:00 - 16:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:30 - 17:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:00 - 17:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:30 - 18:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:00 - 18:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:30 - 19:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
07:30 - 08:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:00 - 08:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:30 - 09:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:00 - 09:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:30 - 10:00	6	2623	0.006	6	2623	0.006	6	2623	0.012
10:00 - 10:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
10:30 - 11:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:00 - 11:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:30 - 12:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:00 - 12:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:30 - 13:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:00 - 13:30	6	2623	0.006	6	2623	0.006	6	2623	0.012
13:30 - 14:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:00 - 14:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:30 - 15:00	6	2623	0.006	6	2623	0.000	6	2623	0.006
15:00 - 15:30	6	2623	0.000	6	2623	0.006	6	2623	0.006
15:30 - 16:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:00 - 16:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:30 - 17:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:00 - 17:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:30 - 18:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:00 - 18:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:30 - 19:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.019	6	2623	0.000	6	2623	0.019
07:30 - 08:00	6	2623	0.032	6	2623	0.000	6	2623	0.032
08:00 - 08:30	6	2623	0.044	6	2623	0.000	6	2623	0.044
08:30 - 09:00	6	2623	0.044	6	2623	0.000	6	2623	0.044
09:00 - 09:30	6	2623	0.064	6	2623	0.000	6	2623	0.064
09:30 - 10:00	6	2623	0.038	6	2623	0.000	6	2623	0.038
10:00 - 10:30	6	2623	0.006	6	2623	0.013	6	2623	0.019
10:30 - 11:00	6	2623	0.006	6	2623	0.006	6	2623	0.012
11:00 - 11:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:30 - 12:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:00 - 12:30	6	2623	0.000	6	2623	0.006	6	2623	0.006
12:30 - 13:00	6	2623	0.000	6	2623	0.006	6	2623	0.006
13:00 - 13:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:30 - 14:00	6	2623	0.006	6	2623	0.000	6	2623	0.006
14:00 - 14:30	6	2623	0.006	6	2623	0.000	6	2623	0.006
14:30 - 15:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
15:00 - 15:30	6	2623	0.000	6	2623	0.006	6	2623	0.006
15:30 - 16:00	6	2623	0.025	6	2623	0.006	6	2623	0.031
16:00 - 16:30	6	2623	0.006	6	2623	0.013	6	2623	0.019
16:30 - 17:00	6	2623	0.000	6	2623	0.006	6	2623	0.006
17:00 - 17:30	6	2623	0.006	6	2623	0.038	6	2623	0.044
17:30 - 18:00	6	2623	0.000	6	2623	0.044	6	2623	0.044
18:00 - 18:30	6	2623	0.000	6	2623	0.025	6	2623	0.025
18:30 - 19:00	6	2623	0.006	6	2623	0.051	6	2623	0.057
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.308			0.220			0.528

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.038	6	2623	0.006	6	2623	0.044
07:30 - 08:00	6	2623	0.248	6	2623	0.038	6	2623	0.286
08:00 - 08:30	6	2623	0.254	6	2623	0.051	6	2623	0.305
08:30 - 09:00	6	2623	0.203	6	2623	0.013	6	2623	0.216
09:00 - 09:30	6	2623	0.267	6	2623	0.076	6	2623	0.343
09:30 - 10:00	6	2623	0.311	6	2623	0.083	6	2623	0.394
10:00 - 10:30	6	2623	0.273	6	2623	0.108	6	2623	0.381
10:30 - 11:00	6	2623	0.127	6	2623	0.108	6	2623	0.235
11:00 - 11:30	6	2623	0.241	6	2623	0.229	6	2623	0.470
11:30 - 12:00	6	2623	0.108	6	2623	0.083	6	2623	0.191
12:00 - 12:30	6	2623	0.133	6	2623	0.172	6	2623	0.305
12:30 - 13:00	6	2623	0.191	6	2623	0.197	6	2623	0.388
13:00 - 13:30	6	2623	0.121	6	2623	0.159	6	2623	0.280
13:30 - 14:00	6	2623	0.070	6	2623	0.089	6	2623	0.159
14:00 - 14:30	6	2623	0.203	6	2623	0.140	6	2623	0.343
14:30 - 15:00	6	2623	0.133	6	2623	0.102	6	2623	0.235
15:00 - 15:30	6	2623	0.108	6	2623	0.153	6	2623	0.261
15:30 - 16:00	6	2623	0.121	6	2623	0.146	6	2623	0.267
16:00 - 16:30	6	2623	0.076	6	2623	0.178	6	2623	0.254
16:30 - 17:00	6	2623	0.108	6	2623	0.241	6	2623	0.349
17:00 - 17:30	6	2623	0.140	6	2623	0.369	6	2623	0.509
17:30 - 18:00	6	2623	0.070	6	2623	0.280	6	2623	0.350
18:00 - 18:30	6	2623	0.083	6	2623	0.318	6	2623	0.401
18:30 - 19:00	6	2623	0.000	6	2623	0.133	6	2623	0.133
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.627			3.472			7.099

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.057	6	2623	0.013	6	2623	0.070
07:30 - 08:00	6	2623	0.083	6	2623	0.000	6	2623	0.083
08:00 - 08:30	6	2623	0.184	6	2623	0.025	6	2623	0.209
08:30 - 09:00	6	2623	0.286	6	2623	0.089	6	2623	0.375
09:00 - 09:30	6	2623	0.241	6	2623	0.114	6	2623	0.355
09:30 - 10:00	6	2623	0.299	6	2623	0.178	6	2623	0.477
10:00 - 10:30	6	2623	0.248	6	2623	0.197	6	2623	0.445
10:30 - 11:00	6	2623	0.235	6	2623	0.267	6	2623	0.502
11:00 - 11:30	6	2623	0.159	6	2623	0.121	6	2623	0.280
11:30 - 12:00	6	2623	0.140	6	2623	0.369	6	2623	0.509
12:00 - 12:30	6	2623	0.648	6	2623	1.150	6	2623	1.798
12:30 - 13:00	6	2623	0.794	6	2623	1.074	6	2623	1.868
13:00 - 13:30	6	2623	1.112	6	2623	1.188	6	2623	2.300
13:30 - 14:00	6	2623	1.055	6	2623	0.578	6	2623	1.633
14:00 - 14:30	6	2623	0.769	6	2623	0.381	6	2623	1.150
14:30 - 15:00	6	2623	0.343	6	2623	0.191	6	2623	0.534
15:00 - 15:30	6	2623	0.305	6	2623	0.178	6	2623	0.483
15:30 - 16:00	6	2623	0.235	6	2623	0.388	6	2623	0.623
16:00 - 16:30	6	2623	0.191	6	2623	0.222	6	2623	0.413
16:30 - 17:00	6	2623	0.203	6	2623	0.165	6	2623	0.368
17:00 - 17:30	6	2623	0.089	6	2623	0.210	6	2623	0.299
17:30 - 18:00	6	2623	0.070	6	2623	0.235	6	2623	0.305
18:00 - 18:30	6	2623	0.057	6	2623	0.083	6	2623	0.140
18:30 - 19:00	6	2623	0.032	6	2623	0.057	6	2623	0.089
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.835			7.473			15.308

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.038	6	2623	0.000	6	2623	0.038
07:30 - 08:00	6	2623	0.076	6	2623	0.000	6	2623	0.076
08:00 - 08:30	6	2623	0.159	6	2623	0.013	6	2623	0.172
08:30 - 09:00	6	2623	0.286	6	2623	0.013	6	2623	0.299
09:00 - 09:30	6	2623	0.203	6	2623	0.013	6	2623	0.216
09:30 - 10:00	6	2623	0.127	6	2623	0.006	6	2623	0.133
10:00 - 10:30	6	2623	0.089	6	2623	0.057	6	2623	0.146
10:30 - 11:00	6	2623	0.121	6	2623	0.038	6	2623	0.159
11:00 - 11:30	6	2623	0.032	6	2623	0.044	6	2623	0.076
11:30 - 12:00	6	2623	0.070	6	2623	0.032	6	2623	0.102
12:00 - 12:30	6	2623	0.057	6	2623	0.083	6	2623	0.140
12:30 - 13:00	6	2623	0.013	6	2623	0.051	6	2623	0.064
13:00 - 13:30	6	2623	0.070	6	2623	0.057	6	2623	0.127
13:30 - 14:00	6	2623	0.044	6	2623	0.057	6	2623	0.101
14:00 - 14:30	6	2623	0.083	6	2623	0.089	6	2623	0.172
14:30 - 15:00	6	2623	0.102	6	2623	0.108	6	2623	0.210
15:00 - 15:30	6	2623	0.025	6	2623	0.076	6	2623	0.101
15:30 - 16:00	6	2623	0.032	6	2623	0.057	6	2623	0.089
16:00 - 16:30	6	2623	0.032	6	2623	0.184	6	2623	0.216
16:30 - 17:00	6	2623	0.000	6	2623	0.121	6	2623	0.121
17:00 - 17:30	6	2623	0.000	6	2623	0.210	6	2623	0.210
17:30 - 18:00	6	2623	0.006	6	2623	0.140	6	2623	0.146
18:00 - 18:30	6	2623	0.000	6	2623	0.051	6	2623	0.051
18:30 - 19:00	6	2623	0.000	6	2623	0.057	6	2623	0.057
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.665			1.557			3.222

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.184	6	2623	0.006	6	2623	0.190
07:30 - 08:00	6	2623	0.280	6	2623	0.013	6	2623	0.293
08:00 - 08:30	6	2623	0.547	6	2623	0.019	6	2623	0.566
08:30 - 09:00	6	2623	0.877	6	2623	0.006	6	2623	0.883
09:00 - 09:30	6	2623	1.017	6	2623	0.006	6	2623	1.023
09:30 - 10:00	6	2623	0.458	6	2623	0.006	6	2623	0.464
10:00 - 10:30	6	2623	0.121	6	2623	0.038	6	2623	0.159
10:30 - 11:00	6	2623	0.095	6	2623	0.025	6	2623	0.120
11:00 - 11:30	6	2623	0.070	6	2623	0.032	6	2623	0.102
11:30 - 12:00	6	2623	0.083	6	2623	0.083	6	2623	0.166
12:00 - 12:30	6	2623	0.070	6	2623	0.044	6	2623	0.114
12:30 - 13:00	6	2623	0.051	6	2623	0.038	6	2623	0.089
13:00 - 13:30	6	2623	0.032	6	2623	0.025	6	2623	0.057
13:30 - 14:00	6	2623	0.025	6	2623	0.044	6	2623	0.069
14:00 - 14:30	6	2623	0.057	6	2623	0.076	6	2623	0.133
14:30 - 15:00	6	2623	0.044	6	2623	0.114	6	2623	0.158
15:00 - 15:30	6	2623	0.044	6	2623	0.076	6	2623	0.120
15:30 - 16:00	6	2623	0.032	6	2623	0.153	6	2623	0.185
16:00 - 16:30	6	2623	0.025	6	2623	0.324	6	2623	0.349
16:30 - 17:00	6	2623	0.064	6	2623	0.324	6	2623	0.388
17:00 - 17:30	6	2623	0.013	6	2623	0.623	6	2623	0.636
17:30 - 18:00	6	2623	0.006	6	2623	0.985	6	2623	0.991
18:00 - 18:30	6	2623	0.032	6	2623	0.591	6	2623	0.623
18:30 - 19:00	6	2623	0.019	6	2623	0.165	6	2623	0.184
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.246			3.816			8.062

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
07:30 - 08:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:00 - 08:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
08:30 - 09:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:00 - 09:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
09:30 - 10:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
10:00 - 10:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
10:30 - 11:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:00 - 11:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
11:30 - 12:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:00 - 12:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
12:30 - 13:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:00 - 13:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
13:30 - 14:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:00 - 14:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
14:30 - 15:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
15:00 - 15:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
15:30 - 16:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:00 - 16:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
16:30 - 17:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:00 - 17:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
17:30 - 18:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:00 - 18:30	6	2623	0.000	6	2623	0.000	6	2623	0.000
18:30 - 19:00	6	2623	0.000	6	2623	0.000	6	2623	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.222	6	2623	0.006	6	2623	0.228
07:30 - 08:00	6	2623	0.356	6	2623	0.013	6	2623	0.369
08:00 - 08:30	6	2623	0.705	6	2623	0.032	6	2623	0.737
08:30 - 09:00	6	2623	1.163	6	2623	0.019	6	2623	1.182
09:00 - 09:30	6	2623	1.220	6	2623	0.019	6	2623	1.239
09:30 - 10:00	6	2623	0.585	6	2623	0.013	6	2623	0.598
10:00 - 10:30	6	2623	0.210	6	2623	0.095	6	2623	0.305
10:30 - 11:00	6	2623	0.216	6	2623	0.064	6	2623	0.280
11:00 - 11:30	6	2623	0.102	6	2623	0.076	6	2623	0.178
11:30 - 12:00	6	2623	0.153	6	2623	0.114	6	2623	0.267
12:00 - 12:30	6	2623	0.127	6	2623	0.127	6	2623	0.254
12:30 - 13:00	6	2623	0.064	6	2623	0.089	6	2623	0.153
13:00 - 13:30	6	2623	0.102	6	2623	0.083	6	2623	0.185
13:30 - 14:00	6	2623	0.070	6	2623	0.102	6	2623	0.172
14:00 - 14:30	6	2623	0.140	6	2623	0.165	6	2623	0.305
14:30 - 15:00	6	2623	0.146	6	2623	0.222	6	2623	0.368
15:00 - 15:30	6	2623	0.070	6	2623	0.153	6	2623	0.223
15:30 - 16:00	6	2623	0.064	6	2623	0.210	6	2623	0.274
16:00 - 16:30	6	2623	0.057	6	2623	0.508	6	2623	0.565
16:30 - 17:00	6	2623	0.064	6	2623	0.445	6	2623	0.509
17:00 - 17:30	6	2623	0.013	6	2623	0.833	6	2623	0.846
17:30 - 18:00	6	2623	0.013	6	2623	1.125	6	2623	1.138
18:00 - 18:30	6	2623	0.032	6	2623	0.642	6	2623	0.674
18:30 - 19:00	6	2623	0.019	6	2623	0.222	6	2623	0.241
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.913			5.377			11.290

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 4750 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2623	0.337	6	2623	0.025	6	2623	0.362
07:30 - 08:00	6	2623	0.718	6	2623	0.051	6	2623	0.769
08:00 - 08:30	6	2623	1.188	6	2623	0.108	6	2623	1.296
08:30 - 09:00	6	2623	1.697	6	2623	0.121	6	2623	1.818
09:00 - 09:30	6	2623	1.792	6	2623	0.210	6	2623	2.002
09:30 - 10:00	6	2623	1.233	6	2623	0.273	6	2623	1.506
10:00 - 10:30	6	2623	0.737	6	2623	0.413	6	2623	1.150
10:30 - 11:00	6	2623	0.585	6	2623	0.445	6	2623	1.030
11:00 - 11:30	6	2623	0.502	6	2623	0.426	6	2623	0.928
11:30 - 12:00	6	2623	0.400	6	2623	0.566	6	2623	0.966
12:00 - 12:30	6	2623	0.909	6	2623	1.455	6	2623	2.364
12:30 - 13:00	6	2623	1.049	6	2623	1.366	6	2623	2.415
13:00 - 13:30	6	2623	1.335	6	2623	1.430	6	2623	2.765
13:30 - 14:00	6	2623	1.201	6	2623	0.769	6	2623	1.970
14:00 - 14:30	6	2623	1.119	6	2623	0.686	6	2623	1.805
14:30 - 15:00	6	2623	0.623	6	2623	0.515	6	2623	1.138
15:00 - 15:30	6	2623	0.483	6	2623	0.489	6	2623	0.972
15:30 - 16:00	6	2623	0.445	6	2623	0.750	6	2623	1.195
16:00 - 16:30	6	2623	0.330	6	2623	0.922	6	2623	1.252
16:30 - 17:00	6	2623	0.375	6	2623	0.858	6	2623	1.233
17:00 - 17:30	6	2623	0.248	6	2623	1.449	6	2623	1.697
17:30 - 18:00	6	2623	0.153	6	2623	1.684	6	2623	1.837
18:00 - 18:30	6	2623	0.172	6	2623	1.068	6	2623	1.240
18:30 - 19:00	6	2623	0.057	6	2623	0.464	6	2623	0.521
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			17.688			16.543			34.231

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

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Parameter summary

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Survey date date range:	01/01/07 - 29/11/13
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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.